

Florida State road dept.

# FLORIDA *Highways*

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MERRY CHRISTMAS



**December, 1946**

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**IN THIS ISSUE:**

**SAFETY CONFERENCE**

**PRESS CONFERENCE**

**ASSESSORS MEET**



# WHAT'S IN A NAME . . ?



To some, the Florida Power Corporation is but a name among many listed on the board of the New York Stock Exchange.

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To five hundred thousand individuals, that name means the source of electric light, heat and power.

These and only these people form the group that for identification's sake is referred to as the Florida Power Corporation.

## FLORIDA POWER CORPORATION

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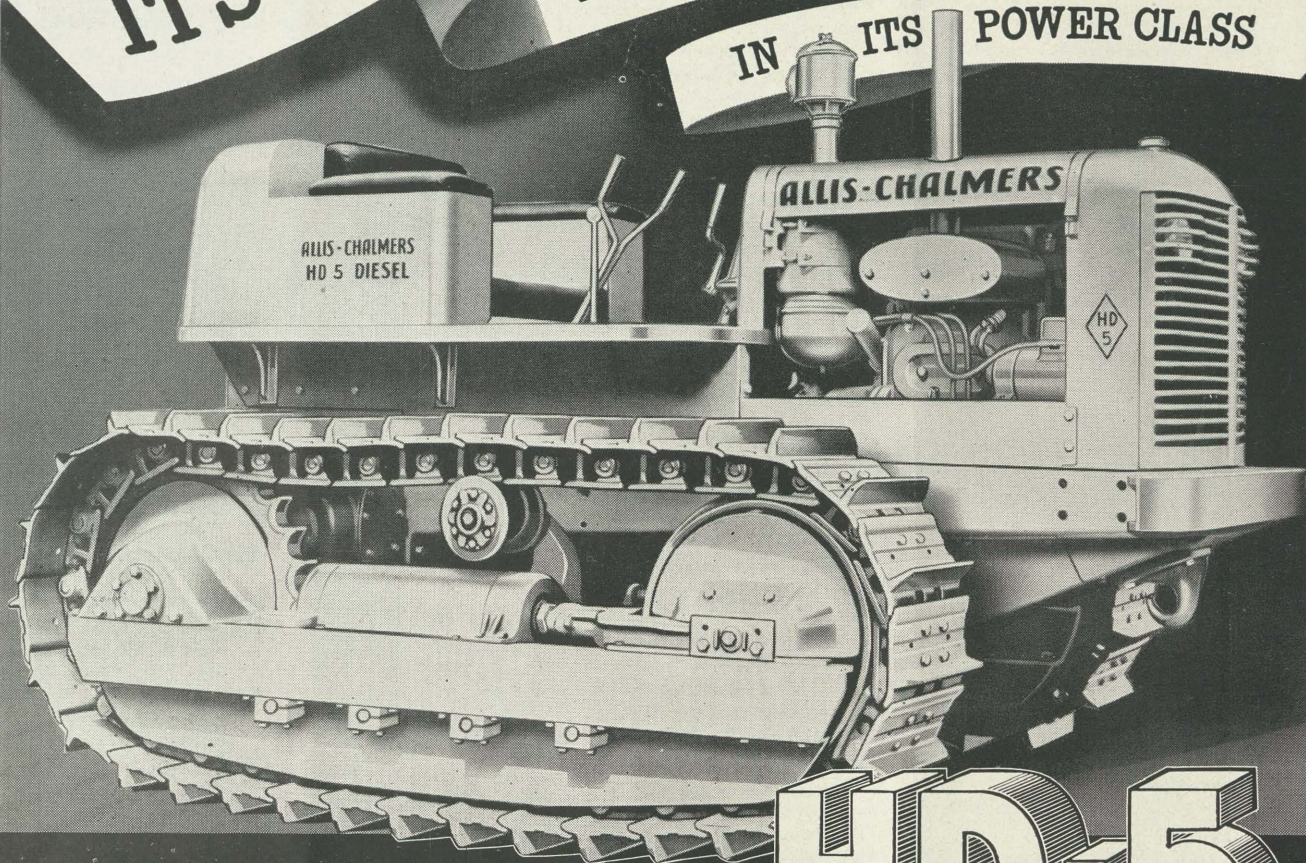
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# FLORIDA HIGHWAYS

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# EDITORIALS

## State Assistance To Local Governments

One of the most highly controversial questions before the people of Florida has been and is the subject of State assistance to local units of government.

A parallel question is that of federal assistance to States and smaller political subdivisions.

At present the federal government distributes large sums to the states and all of the states distribute sums to some of the smaller units. The majority of states follow a policy of aiding both counties and municipalities.

In recent years there has been a growing demand for state aid to Florida municipalities.

In support of such a proposal it is argued that the state has imposed a burden on the cities through homestead exemption, that the state levies taxes in certain fields that the municipalities would like to enter, and that the municipalities are in financial difficulties.

As usual, there are two sides to this question.

An examination of the data reveals that state aid to municipalities is so minute in many instances that it is of no material benefit to them and has slight if any effect on local responsibility and local initiative.

A few states, however, do distribute large sums to municipalities. Further examination discloses that, for the most part, these are the states in which cities assume a large share of the cost of such functions as education and welfare.

In Florida we find that the cities have no school systems and make no municipal contributions to welfare. The schools are operated by the state, the counties and the school districts. Welfare is financed entirely by the federal and state governments.

In the opinion of some well qualified students of government, state financial aid to any unit should be based upon a sharing of responsibility and also upon full and complete information. Since Florida cities do not share the cost of functions in which the state is interested but, on the contrary, limit their activities to functions of importance and value only to those who reside in the cities, the first requirement is not met. There is a tremendous gap in the information available on municipal finance, too. Therefore, the two primary requirements are not met.

The lack of information about municipal finance and operations in Florida is appalling. No one knows how much the cities of Florida owe, how much they spend for current operations, what and how much they tax, how they spend the money or what they need. Efforts have been made repeatedly to gather this data but many of the questionnaires were not returned and the only figures that have been compiled are, therefore, little better than guesswork.

One of the first questions that must be asked—and answered—before an intelligent approach could be made to the question of state financial aid to cities, is: How much money would it take to do the cities of Florida any material good? No one is in a position to answer that question. The best estimate that can be made is

that \$10,000,000 would sink without a trace into the vast labyrinth of municipal finance. Perhaps it would take \$100,000,000 spread out among all the cities, large and small, of which there are several in Dade county alone, to make any appreciable difference to city governments.

It is safe to say that any sum large enough to make a dent in city finance state-wide would necessitate a heavy curtailment of Florida's prospective support of the public schools, health program and other functions or else it would require the levy of substantial new state taxes. Neither alternative is attractive.

The question naturally arises whether it serves any real purpose for the state to collect revenues and distribute them to local units. In the case of the distribution of federal revenues to the states and of state revenues to the counties, the reasonable argument is advanced that it serves to extract from the concentrations of wealth a portion of the money that originated in the rural areas in order to build them up and keep them feeding the cities with materials and fresh manpower. This argument does not hold good when the city is substituted for the state or county in the equation. On the contrary, state taxation for municipal purpose would reverse the trend and cancel the efforts to build up the back country.

In the final analysis, any state tax for municipal functions would amount to a levy on rural populations and resources for the sake of city dwellers. No reasonable or logical basis for such a philosophy of taxation presents itself. And yet, that is the only conclusion that can be reached because, if the state is to tax city dwellers for city functions, it would be accomplishing nothing that the city could not do for itself.

The argument that homestead exemption makes this impracticable will not hold water. As long as cities fail to assess homes at their full value they are not in a position to claim that they must have help from the country. The remedy is easily available. A home worth \$20,000 can be put on the books at \$15,000, allowing for the exemption up to \$5,000, and the city millage can be collected on that basis. No city which fails to assess at full value, or that fails to exhaust every resource in its search for other revenue—or that is not well managed with all its services on a businesslike un wasteful basis, is in a position to ask for outside help. Close students of the subject contend, nevertheless, that no Florida city that meets these tests is in financial trouble.

Aside from all other considerations, state aid to municipalities would be dangerous, in the opinion of close students, because it would open the door to state control over municipal affairs and would certainly diminish local responsibility and encourage wasteful operations.

The subject is a big one and it will be aired repeatedly between now and the close of the 1947 legislative session. Even a cursory examination of the factors involved is convincing that it should have careful and thoughtful consideration, not only from the standpoint of state policy but also from the standpoint of local self government.

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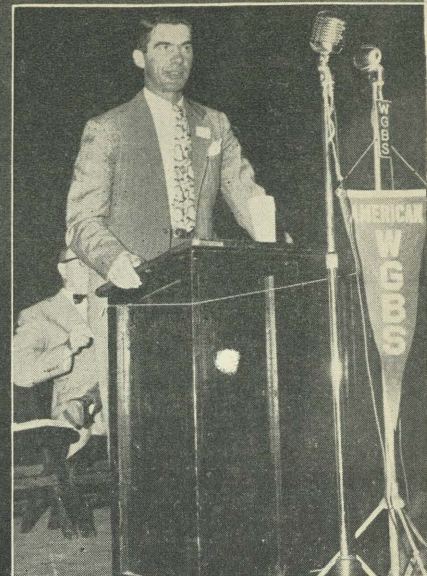
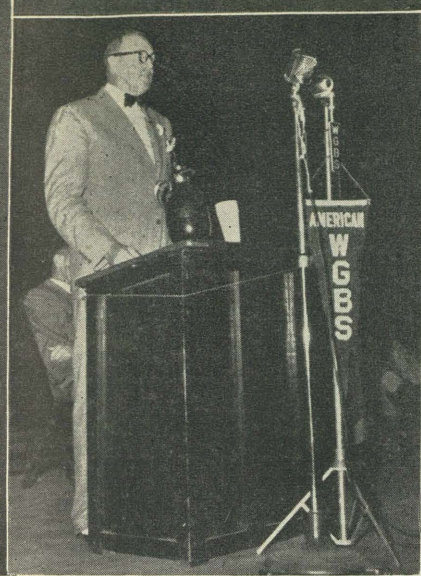
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**GOVERNOR ADDRESSES SAFETY CONFERENCE**—Top left inset, Kendrick Guernsey, Member of State Road Department and conference chairman; top right inset, Richard Danner, City Manager of Miami. Reading left to right: Charles A. Brooks, Executive Secretary of the conference; George Asbell, Motor Vehicle Commissioner; Dr. Doak S. Campbell, President of FSCW; Governor Millard Caldwell making main address; Harold Colee, Executive Vice President, State Chamber of Commerce; Pyke Johnson, President, Automotive Safety Foundation; Richard Danner, City Manager of Miami, and William Beardall, Mayor of Orlando.

## Highway Safety Conference . . .

Highway safety problems in Florida, the alarming increase in accidents, and the enormous toll exacted in human lives and property damage due to accidents were projected in full view of the entire citizenry of the state at the Governor's Highway Safety Conference held in Orlando on November 7th and 8th.

The event marked the first time in the history of Florida that such a state-wide gathering had been called.

Headed by Governor Millard F. Caldwell and a distinguished list of safety authorities and prominent civic leaders, the two-day Confer-

ence was attended by approximately 1,000 delegates and representatives of various organizations throughout the state.

### Significant and Timely

The Conference was considered not only highly significant and timely but eminently successful with a noteworthy contribution being made to the cause of safety in Florida.

Guided by S. Kendrick Guernsey, Vice-President of the Gulf Life Insurance of Jacksonville, and member of the State Road Department, who served as general conference chairman, the opening morning session

was highlighted by addresses from speakers of national prominence. The afternoon session was given over to open committee hearings and the preparation of conference reports. The concluding session the following day was devoted to additional speakers, a general summary of Conference achievements and objectives, and reports submitted by conference committees on Public Information, Organized Public Support, Accident Records, Uniform Laws and Ordinances, Education, Engineering, Enforcement.

Shortly before adjournment the

delegates unanimously approved a resolution condemning roaming livestock on Florida highways and recommending that suitable legislation be enacted to remove livestock from the state's highways.

### Caldwell Speaks

Governor Caldwell sounded the

Conference keynote when he declared the safety problem in Florida is one of the hardest tasks confronting the citizenry. The problem required vigorous thought and assistance from substantial leaders, he said, adding "the job must be done and it must succeed."

Above, Colonel H. N. Kirkman, director, and members of the State Highway Patrol at Governor's Highway Safety Conference. Below, Orlando High School Band in Safety Parade held on the opening day of the Safety Conference.



The governor said he had not hesitated during his administration to call upon the citizens whenever there was a job to do and pointed to the Citizen's Committees he had appointed to study public health, education, juvenile delinquency, taxation, and water conservation.

"It is astounding to realize," said Governor Caldwell, "the cost to the state and nation each day caused by the inexcusable carelessness on the streets and highways of this country. If the same number of lives were lost by a polio epidemic the public would be up in arms. If some public enemy were to inflict similar losses the nation would be at war.

"And yet we stand idly by to watch people stricken down day after day without aid.

"The promotion of safety is everybody's job. We are inclined to think that our family and our friends will not be injured. However, if you will look at a group of children this morning or any morning the accident records reveal that at least one will suffer an accident. It will be revealed also that the accident was inexcusable and might have been prevented."

"We must put the spotlight of public attention," he said, "on accident causes and the consequent reasons for taking affirmative action. It all comes back to this—if the public wants to stop highway accidents they can be stopped. Law enforcement can accomplish much but our laws will be enforced only to the extent wanted by the people."

"This is axiomatic. There's no use in beating around the bush or dodging the issue. The drunken driver, the reckless driver, the irresponsible driver will continue to menace our highways just so long as the people tolerate such conditions. It is up to the people to decide whether these drivers become habitual or occasional offenders.

"If the people are willing to allow such drivers to endanger our lives, we must mobilize public attention and build up public support to improve these conditions rather than sit back and watch Florida highways become more dangerous as the months go by.

"Florida has the safest system of roads in this Nation—fewer curves, no mountains. We have less reason for highway accidents than any oth-

er state and yet our accident record is far out of proportion.

"It is up to us to correct this glaring evil. The state needs the help of its citizens and constant attention must be devoted to this important problem of highway safety."

In his opening Conference remarks, Chairman Guernsey pointed to the increase in the volume of traffic in Florida since the end of the war, the growing number of accidents, and the need for a program of highway safety "to the end that Florida's record of highway safety may lead the Nation."

Citing the horrifying accident toll, Mr. Guernsey declared, "If I were to say to you that during this year each person within hearing of my voice today can scarcely escape the tragedy of having one or more of his relatives, friends or associates killed or injured in a traffic accident, you would think me indulging in extravagant exaggeration for the purpose of spectacular effect. Yet such is the case.

"For at the present rate 38,000 people will be killed and 1,300,000 injured during 1946, a total comparable to the entire population of Jacksonville, Miami, Tampa, St. Petersburg, Pensacola, Orlando, Lakeland, West Palm Beach, and all of the cities of Florida, exclusive of the rural districts.

"Current tabulations of the daily traffic volume," Mr. Guernsey continued, "as compiled by the 20 electric recording devices, located upon the prominent highways of Florida, indicate a traffic increase of 21.4 percent over a year ago. And with the increasing use of the highways in the years ahead the problem will be magnified. Only vigorous and concerted action can and will meet this challenge. The number of traffic casualties on our streets and highways each year, momentarily lessened by the restrictions of our participation in a world conflict, is racing back toward its pre-war level. Immediate private and public action is necessary if the trend is to be turned.

"Our approach to the problem of highway safety must be positive and constructive. Defeatism has no place in our thinking when we consider such a basic element of our existence. Motor vehicle transportation is an integral part of the social and economic life of our country, and highway safety is inseparable from

efficient highway transportation. There is no more tragic waste of human lives, no more unnecessary background to human suffering, no more needless source of economic loss than traffic accidents.

"Obstacles to good traffic safety legislation and administration, and

full public support thereof, can be removed by the full-scale utilization of the recommendations of this Conference. City by city, and county by county, we must measure our traffic laws and ordinances, enforcement policy and practices, safety education programs and engineering ac-

**Top, Education Committee of the Governor's Highway Safety Conference, Dr. W. S. Allen, President of Stetson College, chairman.**

**Below, Engineering Committee of the Governor's Highway Safety Conference, George B. Hills, chairman.**



complishments against the standards necessary to achieve safety on our highways. If our own traffic safety program is sub-standard, we cannot rest until it is corrected. This means a ceaseless campaign to give our public officials the essential laws, personnel, and budget to operate an adequate safety program, throwing the full force of public support behind the accomplishment of these objectives."

In presenting Mr. Pyke Johnson of Washington, D. C., Dr. Doak S. Campbell, President of the Florida State College for Women, who served as Vice-Chairman of the Conference, declared Mr. Johnson had spent a quarter of a century in transportation safety and was better informed on safety problems than anyone in the country. As president of the Automotive Safety Foundation, he said, the distinguished visitor had worked in 48 states for uniform traffic laws and highway safety.

Mr. Johnson praised Governor Caldwell for calling the Conference and the delegates for attending. He said safety reaches deeply into family life and is therefore, of concern to all.

He pointed out that it was not until 1935 that a large safety movement got underway in this country. The accident rate then was 18 deaths per one hundred million miles of traffic.

"This rate was reduced to 12 at the time of the war," he said, "and during the war the figure remained constant. After the close of the war and with all driving restrictions removed, new mileage traffic levels were reached despite the presence on the highways of five million fewer vehicles.

"The result," continued Mr. Johnson, "was a terrific upsurge in the number of accidents and fatalities. This trend continued until last May when something happened because, since then, the death rate for the last five months has been reduced to 7.5 deaths per one hundred million miles of traffic."

The speaker pointed out if the same record was maintained during the next seven months, despite old cars and worn tires, there would be a saving in human lives of 15,000 people. There would be a saving of 75,000 serious injuries and an added saving of 100,000 minor injuries.

"Florida's record is not too good,"

Mr. Johnson said, "in relation to the whole Nation and there is a big safety job to do in this state."

He developed the remainder of his address to emphasis on the letter "U" to signify such important subjects as Understanding, Unity, Utilization, Uniformity, and Urban Development.

"Understanding must begin at home," he asserted. "We have not developed a code of behavior and manners for safe driving such as we have in riding elevators, attending prize fights and ball games.

"We need an Emily Post to teach us manners in driving on the public highways."

Mr. Johnson said there are 40 million drivers of which 21 million are men and seven million women. The remaining 10 million are youngsters and he advised that each year two million young people grew into the driving age. He cited as "most dangerous," this failure to teach a driving code to these new drivers.

He added that Understanding is needed so that police might have complete facts, so that engineers might correct road faults, so that legislatures might prepare the proper laws.

A Unity of action is needed on the part of the public as individuals and as a whole to bring about informed understanding of all safety problems.

In showing the need for Uniformity, Mr. Johnson advised the results of a recent survey in Connecticut indicated that 45 percent of the accidents to pedestrians were caused by out-of-state drivers.

"We need uniformity," he outlined, "in traffic signs, signals and markers. We find traffic lights in different cities installed in different locations and often the lights do not mean the same thing.

"In 29 states, we found 10 different ways of painting center stripes and in 19 states there were no center stripes at all. Regardless of the principle of state's rights, we need national uniformity in traffic regulation."

Regarding urban development he said every city and town today represents a major traffic bottleneck since old, narrow streets were designed for other types of traffic. The lack of adequate parking space, he said, is depressing realty values, curtailing tax revenue, and slowing up trade. The whole problem of urban

development, in view of increasing traffic, requires a thorough going over if cities and towns are to continue to prosper.

"Even after all our education," he said in conclusion, "and even after all of our engineering advancement, less than one-half the highways in the United States are 18 feet in width, we still find many people will not recognize the rights of others on the highway.

"We need law enforcement to meet this situation and we need a public opinion to enforce the findings of the court. We cannot have safety unless we are willing to work and to pay for it and this is a job for You, You, and You, Mr. and Mrs. America, upon whom the task falls."

The closing speaker of the opening session was Richard Danner, former chief of the FBI in Florida, but recently the new City Manager of Miami.

Using for his subject, "Action on the Firing Line," Mr. Danner said, "The automobile is here to stay. It has supplanted the horse. But I wonder if our thinking has advanced equal to our capacity to travel. It is hard to understand why it is necessary to call meetings to save our lives."

Recognizing the large number of peace officers in attendance at the Conference, Mr. Danner recalled the days of 1939 when President Roosevelt called upon the FBI to mobilize all peace officers to launch a program of protection for our internal security. He said the threat then to internal security was more remote than the present threat of traffic fatalities.

"I am amazed," said Mr. Danner, "that Florida shows the highest increase in the Nation in fatalities. This problem is one of our greatest challenges. We seem to excel in public apathy to this enormous highway toll and we can have no greater task than to overcome an apathetic public.

"We talk, we demonstrate, we produce figures. But all we succeed in arousing is a yawn.

"An aroused public opinion is our greatest weapon to combat this growing evil. Schools, conferences, and speeches can accomplish something but for real success we need public opinion."

(Continued on page 21)

# Governor's Press Conference . .

Newspaper editors and radio station officials from throughout Florida assembled in Orlando November 7th to hear Governor Millard Caldwell deliver a thorough analysis of pressing problems of state government together with tentative suggestions he will recommend to the 1947 session of the Legislature.

The session was called by the governor and marked the first time in the history of Florida that such a group had been requested to meet with the chief executive for a general discussion of governmental business.

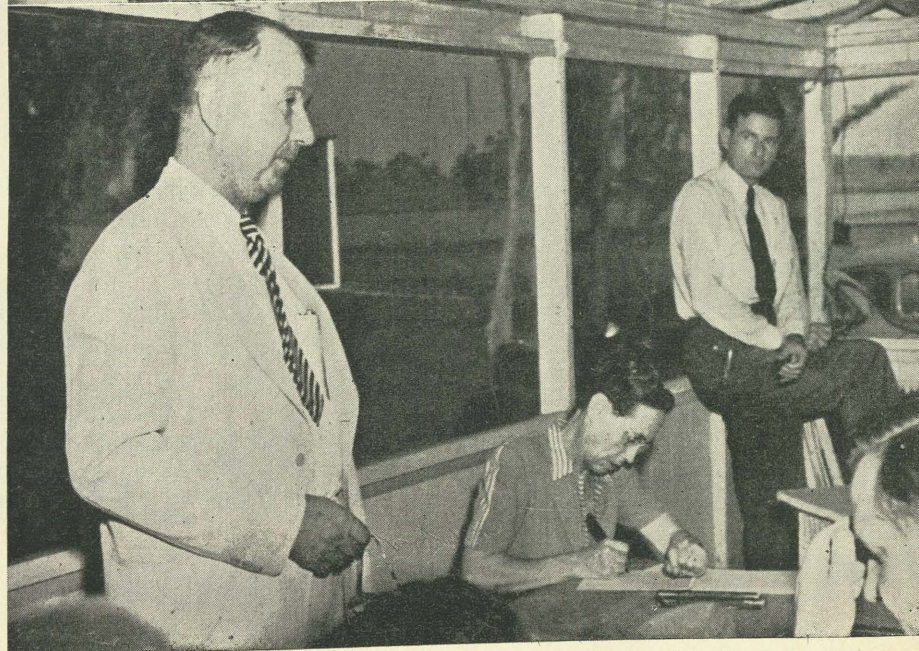
The meeting was held at the Orlando Gun Club concurrently with the Governor's Highway Safety Conference although each assembly was separate and distinct. Arrangements for the news meeting were made by the Orlando Sentinel-Star and the assembled members of the press and radio together with state officials were guests of Publisher Martin Anderson at a barbecue following the meeting.

Following the governor's remarks various department heads of the state were called upon for brief summaries of work in progress and requirements for the future.

Governor Caldwell emphasized in particular the financial status of education, the financial needs of state institutions, and plans for the Capitol Center.

At the opening he said he hoped to develop a new understanding of state problems that would be helpful to himself as well as to the editors.

"No administration could undertake as many things as we are trying to do," he said, "without leaving some openings for criticism. We are going to make plenty of mistakes,



**Governor at barbecue given by Martin Andersen, publisher of the Orlando Sentinel-Star to those attending Governor's Press Conference at the Orlando Gun Club. Left to right, Roy H. Beckman, Director, State Advertising Commission; Miss Barbara Landstreet, United Press correspondent at Tallahassee; Governor Caldwell, and Mrs. John Prossor, wife of the general manager of Station WKAT, Miami Beach. Center, press conference in progress. Below, Col. H. N. Kirkman, Director, State Department of Public Safety, reporting to press on operations of his department—Governor Caldwell in background.**

and I am not going to feel too badly when we make a mistake."

Offering the editors and radio officials the first insight into the recommendations he is expected to include in his program for the Legislature next April, Governor Caldwell outlined five specific suggestions, as follows:

1. "As to education, my message will follow closely the recommendations of the Florida Citizens Committee on Education. As to a medical center, my message will follow the committee's recommendations fairly closely.

2. "I am opposed to any state funds, such as cigarette taxes, being allotted to municipalities because such financial aid would put the state in control of the cities. The Legislature should see that cities govern themselves and tax themselves.

3. "I favor a central state purchasing agent; some substantial savings would be possible.

4. "The people are going to have to concern themselves over state water conservation before I get very active. If the people are for it, I will give it my wholehearted concern.

5. "I see no objection to any group of Florida citizens banding themselves politically and forming rules to govern themselves. But I am not in favor of any move that will result in disturbances."

Taking up education first the governor presented Dr. Doak S. Campbell, president of the Florida State College for Women, where 2,700 women are now enrolled together with an overflow of 550 men from the University of Florida.

Dr. Campbell said the college had trouble for years taking care of its growing enrollment, and the war had greatly stimulated "college consciousness."

"Florida's growing population makes the problem acute," Dr. Campbell said. "We have been on an emergency basis for some time and have had to limit attendance to students from Florida, with few exceptions, and we will be unable to take out-of-state students for some time."

President Campbell outlined buildings under construction and said from \$5,000,000 to \$6,000,000 in new buildings should be completed within the next four or five years.

The governor then presented Tom Gurney, Orlando attorney, Chairman of the State Board of Control, who spoke for the University of Florida. Mr. Gurney said the immediate objective of the Board is to construct from \$6,000,000 to \$10,000,000 in new buildings.

"In the last 40 years there has been spent from state funds at the University of Florida only \$2,500,000," Mr. Gurney said, "and in the last 15 years we have spent only \$500,000, yet we have a plant that is worth \$10,000,000. But our low expenditures to my mind are a sad commentary on our interest in our state university, particularly in the last 15 years."

Governor Caldwell told the editors that buildings to cost \$7,637,000 had been authorized for the university, including more than \$2,500,000 in temporary construction. He said it would become an established policy not to spend any more on temporary construction. A total of \$2,891,000 had already been approved, he related, for the Florida A. and M. College for Negroes at Tallahassee.

The governor said the Citizens Committee also was giving careful thought to the need of county school boards for state aid in building construction, but added:

"I am not much in favor of spending state money on county plants. I hope we will not have to do that, but if a need arises we shall have to face it."

Discussing the priority of state building the governor said he favored top priority for the hospital at Chattahoochee and all other state institutions. The colleges, including the school for the deaf and blind at St. Augustine come next, then the prisons, including a new prison at Belle Glade and a prison for first offenders a short distance west of Chattahoochee. Next came the Capitol Center, and after that additional facilities for health and welfare offices.

Taking up next the financial needs of municipalities the governor expressed his opposition to the allocation of state funds to cities.

"I think the Legislature should see that cities govern themselves, tax themselves, and run their own business. State funds would result in state control, for control follows the dollar, and I do not favor it." He then said

he thought the state should get out of certain fields, such as the taxation of public utilities, and let the cities tax them.

While favoring a central state purchasing agent, the chief executive expressed doubt that it would save as much money as various proponents had from time to time declared.

He explained that the State Road Department now buys \$9,000,000 a year through a purchasing agent and an association of colleges does much of the buying for the educational institutions, but there is no plan of central purchases for the cabinet officers, and for the smaller departments and a substantial saving could be effected there.

"To say that a purchasing agent would save \$5,000,000 to \$10,000,000 is futile talk out of thin air. If an agent is capable, he can save. If he is a bureaucrat with a bureaucratic organization, he will waste money."

On the subject of water conservation the governor said he would be guided entirely by the reaction and enthusiasm of those groups most concerned with conserving this resource.

The governor acknowledged a measure of uncertainty regarding a party primary legislation for the holding of elections, but said he was open-minded on the subject. He emphasized "there is nothing in ethics to prevent any group in the state from organizing to perform a function."

The idea behind the Capitol Center, Governor Caldwell said, was to create a capitol to speak for the state and of which the state could be proud.

Four buildings are on the program, he said, the south wing of the capitol, a supreme court building, industrial commission building and state road department building.

"Aside from the south wing of the capitol, not a dollar has been spent by the state during my administration for land or buildings," the governor said. "To balk at the expenditure of \$2,000,000 or \$5,000,000 for a capitol commensurate with the growth and dignity of the State of Florida astonishes me."

A complete insight into the various state departments was offered by the different bureau heads.

James Vocelle, Director of the State Beverage Department, said his

figures showed Florida consumed more intoxicants and smoked more cigarettes, than the average of the United States but he believed this was due largely to visitors.

Last year, he said, Florida drank 1.73 gallons of liquor per capita compared with a national average of 1.26 and that 2,000 cigarettes were consumed per resident of Florida which was far more than the national average.

Carl Smith, Chairman of the Industrial Commission, declared, "We know we are paying a lot of veterans' and unemployment claims that should not be paid. We know jobs are available that are not being taken. But the state will take over from the Federal government on Nov. 15 and some administrative changes are possible. We know we can reduce claims. It will not be our policy to disqualify one claim that is legitimate but we are not going to pay anything that is not legitimate."

Dr. Wilson F. Sowder, State Health Officer, said, "We already have plans for expansion of county health units, and when new money is available we will have more to spend on cancer control, nutrition, and in studying stream pollution."

Budgeted expenditures for better roads in Florida this year total \$40,000,000, it was reported by Elgin Bayless, Chairman of the State Road Department.

"We have spent \$15,000,000 already," he said, "and have another \$18,000,000 under commitments. There will be more by the end of the year. While appropriations cannot be made for years ahead, we are working on a 10-year program. We get \$7,000,000 a year for three years from the Federal government, which we match. Each county will get \$150,000 in three years in state and Federal funds for farm to market roads."

Col. H. N. Kirkman, Director of Public Safety, said, "It is our intention to have the best state patrol in the United States. The men are well trained and work 12 hours a day, seven days a week. No money from fines or forfeitures goes to the patrol."

(Continued on page 28)

Above, George H. Asbell, State Motor Vehicle Commissioner and, below, Chairman F. Elgin Bayless of the State Road Department reporting at Governor's Press Conference, Governor Caldwell in background.



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# County Activities and Personalities . . .

County Commissioner Ed Beckett, told members of the Tarpon Springs Rotary Club of International Trade as carried on by airplane between this country and Latin American nations. The program was presented by Dr. James E. Mooney, Director of Aviation of the Pinellas County Airport.

Orange County Commissioners have voted to retain half of the 1½ million bricks which the County will receive from the State Road Department and they will distribute the remaining half among the incorporated towns in the county on a population basis. The bricks have been salvaged from old state road 22 which runs from Winter Garden to the Lake County line.

Work on the old Dixie Highway from Lake Park to Flagler Avenue in Palm Beach County has been completed. Work is now underway to complete the road direct to Greenwood Avenue in West Palm Beach and the route is to serve as a main artery from Riviera Beach to West Palm Beach.

Chairman Calvin Drawdy, of the Okeechobee County Commissioners has received notice from the War Assets Administration that the County-owned airfield is in process of being transferred back to the County. A right of entry is being granted immediately which permits the County to make use of the field without the need of waiting for formal transfer papers.

After two years as lessee of the County Nursing Home, Mrs. Lucy Day has advised the Putnam Board of County Commissioners that she does not plan to continue her lease which expires on December 1. Mrs. Day gave as her reason the problem of obtaining adequate and efficient labor to properly maintain the home.

St. Lucie County Commissioners have been devoting considerable time lately to the new plans for redistricting the County in commissioner districts. Meeting with the Board in conference on redistricting were members of the original Jaycee committee which stirred up the action and of the joint citizens' committee which was named afterwards to work out a plan.

The Hardee County Commissioners have doubled the insurance on the County Court House and jail buildings. The new policies total \$270,000.

Bay County citizens working with

their Board of Commissioners are seeking a new road extension project which is expected to be of material benefit to the upper Glades area. The proposition is to extend the Krome avenue road north from Homestead across the Tamiami trail until it reaches old Road 26, under new numbering 25, at a point to be determined south of South Bay.

County Commissioner John E. Temple has announced that State Road Department surveyors are locating the right-of-way for the new Milton-Munson highway. Temple stated that bids will be advertised and actual construction started as soon as the locating engineers complete their work.

Servicemen have recommended to the Indian County Commission the appointment of Elmer Harris as service officer in that County.

Members of the Highlands County Commission have adopted a resolution urging that the State Road Department defer returning Road 67 to the County for maintenance. The Board took the position that the County had obligated much of its available funds to build Road 59.

The Cape Sable road, sole transportation route connecting Flamingo fishing village with the outside country, is being worked as far south as the county line, Dade County Commissioner Preston B. Bird has announced. Road repairs are expected to be completed within the next two or three weeks.

Marion County Commissioner King Smith is reported improving satisfactorily from injuries sustained in a recent automobile accident. He is in Hillsborough county hospital to which he was taken after his car had overturned.

Suwannee County Tax Collector H. H. Hair, Jr., has announced a 100 per cent collection of the 1945 tax roll in his county. The roll, including extensions and collections, amounted to more than \$156,849.39.

Osceola County Commissioners have agreed to assist in controlling flood conditions of Fish Lake. Citizens appeared before the Commission with the declaration that the drainage canal was needed in order to prevent a state of flood.

Plans have been announced by the Leon County Commission for the re-

conversion of the old county stockade building in the next six to nine months at a cost of approximately \$12,000. The building has been idle for the past six years and will be reconverted into a modern two-story office and storage structure.

Dade County Commission has awarded a contract to the Belcher Oil Company for the construction of runways at the Tamiami airport. The company's low bid was \$134,000. County Engineer, Earle M. Rader, said the work was to be completed within 85 days so that the facilities can be used for the All-American Air Maneuvers, January, 10-12.

Duval County Commissioners have accepted a bid of \$3,039 to make alterations to the Court Room of the Criminal Court Building which will include lowering the ceiling and improving the acoustics in the room.

The 1946-47 tax roll in Duval County amounts to \$5,195,418 according to figures presented to the Board of County Commissioners by the office of Mrs. Hortense V. St. John, Tax Assessor.

\$750,000 in taxable real estate will go back on Duval County tax rolls and back taxes in the amount of approximately \$80,000 will be due as the result of the Supreme Court's decision involving the site of the former Jacksonville post office building.

## RED AND GREEN

When Edward Lotsey, who held the swirling traffic in check at the corner of Laura and Forsyth streets back in 1913, got tired of waving his arms about and invented what appears to have been the first traffic light, there were still some lingering doubts as to whether the automobile had really come to stay. It stayed, and Lotsey's invention, described in an article in the Jacksonville Journal, proved to be the most useful thing in its line since reins were first put on a horse.

Unfortunately the automobile not only stayed but picked up most of the horse's bad habits, such as going where it has no business to go unless it is properly minded. Jacksonville, which has the honor of being the birth-place of a masterful solution to the traffic problem, still has a traffic problem. In fact it might be said that when tougher traffic problems are invented, Jacksonville will invent them. Mr. Lotsey, have you any more bright answers?—Jacksonville Journal.

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# FLORIDA FOURTH ESTATE

## A Victory For Florida

The people of this state have decisively rejected two constitutional amendments which would have stopped in its tracks the educational, institutional and highway improvement program which has been going forward under Governor Millard F. Caldwell. This is a victory for the governor, who had the political courage to speak out personally against the measures, and whose words were heeded. But much more important is the victory which this represents for the people of Florida.

Those people still have a long climb ahead of them, but they are climbing, and their steps are firm. The slough of backwardness, in the schools, in the state hospitals, in the necessary services which a state government provides, is already a little way behind them, and they are determined that it shall be left entirely behind. The leadership of Millard Caldwell has been invaluable, as was the leadership of Spessard Holland. But the energy and the determination are those of the people.

There were, and still are, hands that would hold back this march, and place obstacles in its way. Two of those obstacles were the amendments for a legislature-dominated budget director and for a two-year limitation on nearly all appropriations. Those obstacles have been pushed out of the road. The march goes on.—Jacksonville Journal.

## For Sound Water Control

One of the major problems for peacetime advancement of Florida is the fashioning of a reasonable but effective water control program. An awakening to the needs of the day must be forthcoming. Our industrial and agricultural progress is being hampered and our health is being threatened by present conditions.

In calling a statewide water conservation conference at Lakeland, Governor Caldwell has taken a step in the right direction. The purpose of the meeting, which will be attended by a strong delegation of Tampa business men and agricultural leaders, is to test public sentiment for a water control program, discuss all phases of the problem and, if possible, reach some decision in advance of the next legislative session.

The Governor realizes that water control is a controversial issue. A bill he endorsed was defeated at the 1945 Legislature. However, he properly blames public apathy, misunderstanding and suspicion for the defeat. What must be done now is to clear up the mistrust, consider the problem from all angles and compromise any differences.

Certainly it is high time that Florida moved effectively to prevent the further contamination of its streams and lakes by dumping into them municipal sewage and industrial wastes and to conserve the underground water supplies which are dwindling rapidly. This state

is one of the most backward in the nation in this field. It must not remain so. We urge a full attendance at the Lakeland conference in the sincere hope that it will make the start toward a sound and proper water control program.—Tampa Morning Tribune.

## Chance To Settle Questions

Governor Caldwell, threw out a challenge to every citizen of Florida as well as to "political sharpshooting" opposition, when he reiterated over the radio recently that he had no political ambition and hoped that "the energy which otherwise would be expended in opposition to the state's program for improved education, health, institutional care and public service will be turned to helping us attain those ends."

"This is the time for us to settle every question as it arises on the basis of what is best for Florida," said the governor.

Florida is fortunate to find itself in such a position. Too often public problems are not fully solved because of political compromise instead of a straightforward time-saving, direct solution.

The governor has initiated studies in education, taxation, water conservation and other problems. He has advocated doubling of the funds for public health. He has mapped out a program to rebuild or to add to the state's institutions. He is carrying forward a tremendous program of betterment which should benefit every citizen in the state.

In this program he says—and we believe him—political considerations do not enter.

In behalf of this non-political program, he makes this appeal:

"Great benefits would flow from a concerted effort to work constructively for the public good."

This is a challenge which every Floridian, especially our legislators, should accept.—Pensacola Journal.

## Caldwell On Stream Pollution

Governor Millard Caldwell, in his annual message on the State's health, warned:

Stream pollution alone is threatening to reduce Florida's attractiveness to visitors and unless corrected will eventually turn the otherwise attractive areas into forgotten lands. Inasmuch as our income depends so heavily upon the bathing and fishing facilities used by visitors, we must not be so short-sighted as to allow our beautiful streams and waterways to be converted into filthy sewers menacing to the health of the people.

He is eminently correct—and his message should register here. It may not sound nice to say it but it is brutally true that the whiff of sewer gas is becoming more pungent than all the orange blossoms in Stuart.—Stuart News.

(Continued on page 41)



Officers elected to serve the Florida Tax Assessors Association for 1947 are, left to right, J. L. Dunne, St. Johns County, second vice president; James Burden, Orange County, first vice president; L. O. Hansen, Broward County, retiring president; Angus H. Armstrong, Madison County, new president, and R. L. Green, Gadsden County, secretary-treasurer.

## Tax Assessors Convene

A program to be submitted to the 1947 session of the Florida Legislature in the Spring by the Florida Tax Assessors Association, will be written in Jacksonville in January by a new legislative committee to be appointed by Angus H. Armstrong, Madison County's veteran tax assessor and new president of the association.

The program will include a bill asking that 50 percent of the intangible taxes collected in the counties be returned to the contributing counties. Counties receive 25 percent. This bill was thoroughly discussed at the forty-third annual meeting of the association in Jacksonville early in November.

President Armstrong has been

Madison County's tax assessor for the past 14 years and has been a member of the association for the same number of years. He succeeds L. O. Hansen of Broward County, and served as Hansen's first vice president during the past 12 months.

James Burden of Orange County, was elected first vice president; Joseph L. Dunne of St. Johns County, second vice president; Ernest C. Nott of Marion County, secretary, and R. L. Green of Gadsden County, was re-elected treasurer.

W. Homer Smith of Volusia County, chairman of the association's Legislative Committee for the past several years, said he expects President Armstrong to name the new committee in December. Smith has

declined to continue as chairman because of the press of business in his office.

The association's executive committee suggested the bill asking for a larger percentage of the intangible taxes collected. James M. Owens, Jr., of Palm Beach County, is spearheading the drive for the additional money. He pointed out that the contributing counties last year received only \$523,800 as their share of a total of \$2,343,055 collected. This represented 25 percent rebate less deductions for expenses incurred in preparing the tax books, and a contribution toward the State officers and employees retirement fund.

The initial session of the three-day  
(Continued on page 29)

## Safety Conference

(Continued from page 12)

Mr. Danner declared at the height of the war the FBI had a total staff of only 5,000 instead of the 50,000 it was thought necessary for internal security. Yet, a good job was done, he added, and the same spirit is needed now to bring about security in highway travel.

"I think this is a wonderful turn-out," he added, "and I would hate to see this program fail because of a lack of enthusiasm. We need to make everyone conscious of safety."

"I am ashamed of our safety record in Miami but we do not intend to rest until Miami is the safest city in the state. And we here should not relax until Florida is the safest state in the United States."

Shortly before the morning session recessed, Chairman Guernsey introduced George H. Asbell, Chairman of the Conference Coordinating Com-

mittee, who outlined the afternoon program to be followed by the various committees. Presented also was Charles A. Brooks, executive secretary of the Coordinating Committee, as the principal worker in setting up the entire conference. Other members of this committee introduced were Elgin Bayless, Chairman of the State Road Department; Col. H. N. Kirkman, Director of the State Department of Public Safety; Hon. Colin English, Superintendent of Public Instruction, and Carl B. Smith, Chairman of the State Industrial Commission.

Chairman Guernsey then recognized state senators and representatives in the audience and sheriffs and law enforcement officers.

The general conference session opened November 8th with an address by Walter Conlon of Jacksonville, Assistant General Manager of the Jacksonville Coach Company,

who spoke on "Coordination of Traffic Ordinances."

Mr. Conlon praised the Conference as a forward step but cautioned the delegates against the expectation of quick results. He said safety work calls for constant planning and continued effort.

Mentioning nine subjects that make up a safety program, such as speed limits, inspection, license regulations, accident reports, etc., the speaker asserted that no two states follows the same practice. In some states, he said, the motorist's hand signal is not even required.

Primarily on account of growing tourist travel throughout the Nation, Mr. Conlon pointed to the need for all states to work together in achieving uniform traffic regulations. He cited as the basic cause of Florida's poor safety record, the presence here of numerous tourists from many states, most of whom might be familiar with their own state traffic laws, but were uninformed on Florida's regulations.

"Everybody agrees with safety," said Mr. Conlon. "This is not the problem. The problem is to get everyone to contribute something toward safety."

"We are all agreed on the three E's of safety—engineering, education, enforcement. Of these, I believe enforcement to be more important than the other two. People usually know the rules so the real emphasis should be directed to enforcement."

"The biggest problem we have," he continued, "and we might as well

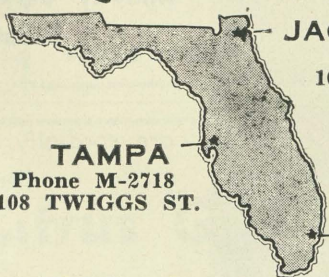
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face it, is the practice of fixing traffic tickets. This constitutes our greatest hindrance to law enforcement. We need to eliminate politics, personal friendship, and pressure in the fixing of tickets. This is perhaps the greatest step that could be accomplished in promoting the cause of safety. If necessary we should recommend the adoption of laws making it a misdemeanor to attempt to kill a ticket issued for violation of traffic regulations."

Mr. Conlon summed up his remarks with the statement that the purpose of safety is to save human lives. In order to achieve this, he said, less talk and more action should furnish the inspiration for progress in safety work.

Mrs. Walter H. Beckham of Miami, President of the Florida Congress of Parents and Teachers, was the only woman speaker to appear on the Conference program. In a remarkable address, "The Parents' Responsibility in Safety," Mrs. Beckham held the rapt attention of her audience as she drove home salient points in the promotion and development of safety.

Mrs. Beckham declared the greatest privilege is to serve as a homemaker and as a parent. She urged men not to delegate the rearing of children to the wife, pointing out that rearing children is a joint enterprise. She said the child's ideas are formed before the age of 10 and she urged men to assume responsibility during these formative years and not to sit back and wait until the chil-

dren had grown up before recognizing parental obligations.

A total of 561 organizations throughout Florida, Mrs. Beckham said, comprise a safety committee of the PTA. These parents assume two prime responsibilities, 1, To keep the family safe, and 2, To teach members of the family to keep themselves safe.

"The parent is the example," said Mrs. Beckham. "The parent is the first ideal of the boy and girl. If the child loses confidence in the parent during the teen-age, we usually find a break in the family and home."

Calling attention to the fact that the majority of big accidents occur before the age of 20 years, Mrs. Beckham said that youth should be matured physically and emotionally before gaining control of the driver's wheel.

"Parents should observe traffic rules especially on rainy days," said Mrs. Beckham, "and especially at

school. Parents should assume responsibility and never attempt to fix tickets for traffic violations because the child quickly loses confidence both in the law and in the parent as a result."

She told of a son of a county solicitor who was now crippled for life because he knew that all tickets would be fixed on account of his father's influence. This tragedy she blamed on the parent.

"Parents are prone to let children sit with them when they drive. Parents lie about their children's ages in order to secure driver's licenses. They lie because they think the boy is big enough to drive. But the question is not how big they are but whether they are emotionally stable, whether they can obey regulations and pass the necessary tests."

The speaker discussed at length safety for pedestrians through proper lanes and safety islands. She called attention to safety requirements

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for bicyclists and school buses and cited the work of safety patrols.

"We need to teach safety in our schools," declared Mrs. Beckham. "We should have classes in behind-the-wheel driving, classes in how to use an automobile and in safety education."

She urged construction of playgrounds for children, saying, "Florida is the playground of the Nation for ducks, but woe to the children of Florida who must find their play in dangerous traffic."

Asking for unity of action in observing all safety laws, she said primary responsibility is in the hands of the parents and if any safety program is to succeed, it must seek support in the homes of Florida.

In calling for committee reports, Chairman Guernsey told the assembly that the various groups had devoted long periods of time to study and research together with open public hearings before submitting their final recommendations.

Robert W. Bentley of Bradenton, president of the Associated Dailies of Florida, serving as chairman of the Committee on Public Information, reported on the program of informing the public on safety through the news columns and over the radio.

He told of the excellent cooperation of the various news agencies in Florida and recommended a continuation of the work to keep the public informed and abreast of developments in the field of safety.

Serving on this committee as Co-Chairman was Nina Hawkins, Editor of The Record, St. Augustine, and Executive Secretary V. J. Obenauer, Jr., of Jacksonville, Secretary of the Associated Dailies of Florida.

Co-Chairman Walter Hays of Orlando, President of the American

Fire and Casualty Insurance Company, reported for the Committee on Organized Public Support, in the absence of Chairman Perrine Palmer, Mayor of the City of Miami.

Mr. Hays recommended the appointment of a safety committee by each organized group in Florida. It was suggested also that each county in the state elect a safety committee.

It was recommended also that an executive or coordinating committee be appointed for each group and that each group be represented on a state safety council.

Serving on this committee in addition to Chairman Palmer and Co-Chairman Hays was Executive Secretary R. D. Robinson, General Manager of Dr. P. Phillips Company of Orlando.

Robert J. Bishop of Orlando, President of the Florida Junior Chamber of Commerce, reporting as Chairman of the Committee on Accident Records, recommended uniform records in reporting all accidents in Florida.

It was also recommended that the State Safety Patrol establish an adequate central records bureau and request all municipalities to submit copies of accident records for the central bureau files.

As an aid to smaller communities it was recommended that the State Department of Public Safety lend assistance in setting up proper accident records. It was also recommended that all public schools install safety records. In order to main-

tain complete records of accidents it was suggested that a continuing campaign of publicity be conducted urging drivers to report all accidents.

Serving on this committee were Co-Chairman D. C. Coleman, State Senator from Miami, and Executive Secretary Asher Frank of Tampa, Secretary of the Florida Safety Council.

Co-Chairman Richard H. Simpson, State Representative from Monticello, reported for the Committee on Uniform Laws and Ordinances in the absence of the chairman, Hon. Harold L. Sebring, Supreme Court Judge of Tallahassee, who was reported in Germany assisting in the trials of war criminals.

Chairman Simpson recommended laws requiring regular mechanical inspection of motor vehicles, the sus-

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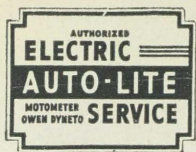
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pension of driver's license for drunken driving, to define the term, "drunkenness," to provide for chemical tests to determine drunkenness.

It was recommended further that a Conference committee be appointed to study legislation for a uniform speed limit.

Better highway markers were suggested along with a change in color of the present stop signs on school buses.

It was recommended that a physical examination of all drivers be required.

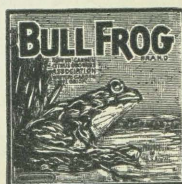
Uniform traffic laws on all state highways were suggested along with uniform traffic laws in all cities and towns in Florida. It was finally recommended that committee research be continued.

Executive Secretary of this committee was Kenneth Ballinger, a Tallahassee attorney.

Mrs. Eunah Holden of DeLand, President of the Florida Education Association, as Executive Secretary of the Committee on Education reported in the absence of the chairman, Dr. W. S. Allen of DeLand, President of Stetson University, and of the Florida Association of Colleges and Universities.

Secretary Holden recommended a well-rounded program of safety education in all elementary school grades which should include rules for pedestrians, hikers, bicycles, signals, road signs, safety patrols, and school boy patrols. The aid of civic groups should be enlisted and education aided through films, drama, discussion, stories, readers, and texts.

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For secondary schools a program of education was recommended to include traffic education for all students and driver education for all.

For colleges and universities a training course for teachers of safety education was recommended together with the use of Extension Departments. Adequate financial support was suggested to train instructors and supervisors.

It was recommended that school bus drivers be trained and selected on the basis of qualification. Shelters for children waiting for school buses were recommended along with the suggestion that the cooperation of all parents be secured to make adults safety minded.

It was further recommended that newspapers, radio, and school publications be employed for safety publicity purposes.

Serving on this committee with Chairman Allen and Secretary Holden was Co-Chairman Mrs. Walter H. Beckham.

George B. Hills of Jacksonville, of Reynolds, Smith & Hills, Engineers, reported as Chairman of the Committee on Engineering.

Chairman Hills recommended 38 specific engineering proposals for traffic control and safety promotion. The report called for the examination of all streets in the various cities of Florida for driving hazards.

The modernization of all streets and highways was suggested with the installation of the newest construction aids, including signs, markings and devices for the improvement of safety and the elimination of highway hazards.

Serving on this committee were Co-Chairman Edmund Friedman of Miami, President of the Florida Engineering Society, and Executive Secretary, Dean Joseph Weil of the University of Florida at Gainesville.

Chairman Halle Cohen of Cohen's Department Store, Jacksonville, reported for the Committee on Enforcement.

It was recommended that all courts, prosecutors and police departments be staffed with adequate and proper personnel. It was sug-

gested that all corruption and special privilege in safety enforcement be eliminated.

It was recommended that special training be given police in safety law enforcement, that pedestrian regulations be enforced, that traffic law enforcement be rigid and impartial with no tolerance for minors or pedestrians and no special privilege for any offenders.

It was recommended that a police training school be established in Florida and that special courts of record be established with special judges in all towns of 7,500 population and above.

Recommended further was the adoption of a Safety Responsibility Law and a Livestock Fence Law. It was suggested that all judges try safety violation cases within 30 days after arrest.

Safety education programs for grade and high schools was recommended together with proper stop signs at railroad crossings and at all side roads entering main highways.

Serving with Chairman Cohen on this committee were Co-Chairman William Lindsey of St. Augustine, President of the Florida Peace Officers Association, and Executive Secretary C. A. Gertner of Jacksonville, Executive Secretary of the Florida Trucking Association, Inc.

Responding to the committee reports on the part of the Conference Coordinating Committee were Col. Kirkman, Mrs. Holden in behalf of Colin English, and Chairman Asbell who said, "We accept the responsibility. We appreciate the work of the committees and will carry through the work because we realize this Conference represents more than one million citizens back home."

Harold Colee, of Jacksonville, Executive Vice-President of the Florida State Chamber of Commerce in a "Summary of Accomplishments and Objectives," lauded Governor Caldwell for calling the Conference and praised the effort of Chairman Guernsey in steering the gathering to a successful conclusion. He also commended the delegates for attending the Conference and devoting their time and thought to encourage safety in Florida.

"You have heard reports of the  
(Continued on page 27)

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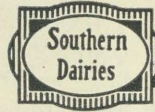
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several committees," said Mr. Colee. "These cannot be evaluated adequately at this time. The findings of committees, however, will be reviewed by men experienced in the field of safety, and their recommendations will find their way to all levels. It is my hope that objectives of this Conference will be achieved.

"Enlightened self-interest," he continued, "should indicate to us all that only through rigidly organized effort, rigidly enforced, are we to bring about desired ends.

"Much of this traffic situation, which we are here to correct, is due, I regret to admit, to a form of illiteracy which is surprising in a Nation where education is so highly regarded.

"A person who rides roughshod over the simple rights of another, is an illiterate, irrespective of the schooling he has had. And, I might add, that he can get away with it only on our highways. An aroused public opinion is what he fears most. Therefore, there must be developed a public feeling which supports law enforcement up to the hilt, a force which is strong enough to put offenders where they belong, regardless of their social standing, or wealth, or both. This is imperative.

"Another recommendation, carrying the approval of all the committees, is that car operators, under certain conditions, must meet their financial responsibilities. It is recognized that a broad program of education is necessary.

"Safety is a costly operation but indifference to safety is even more costly. We are going to have to train personnel in many categories, and the effectuation of a system of uniform reporting, in the matter of accidents, is going to be an essential in this program of determining causes of accidents and their prevention.

"In conclusion, I want to make this observation that this has been one of the most intelligent moves toward public safety that it has been my privilege to experience. One element, only, insofar as I can see, is lacking in these reports, namely: the need for two automobile tags, one in the rear and one in the front. These tags should be small and the numerals larger than those now used. This is important in police identification as well as identification on the part of the public."

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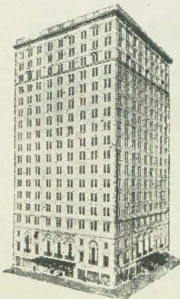
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## Press Conference

(Continued from page 15)

George Asbell, Motor Vehicle Commissioner, said, "Liens recorded in our department increased from 2,000 last year to 10,000 this year, amounting to a total of \$175,000,000 on automobiles for the year, and most people who buy automobiles today pay cash."

C. H. Coulter, Director of Forestry and Parks, declared, "Florida has the worst fire record in the United States, and in 10 years available timber has shrunk 20 percent. If we could prevent forest fires normal growth would take care of our needs."

Dr. I. N. Kennedy, Director of the State Fish and Game Commission, reported, "It is hard to get 20 sportsmen to agree about anything having to do with sports. We believe netting in inland waters is injurious to sports fishing, and we have a biologist now making a study of it."

Tom Hurst, Director of the Salt Water Conservation Commission, said, "I have found 300 families of commercial fishermen on the shores of Lake Okeechobee in dire need because the lake has been closed to commercial operations. I am for the commercial fishermen 100 percent."

Roy Beckman, Director of the Florida Advertising Commission, reported, "We received 120,000 inquiries in 11 months. A total of 53 percent are from tourists, 14 percent from persons interested in agriculture, eight percent in industry, and the rest about living on pensions, employment, etc. We are preparing for our greatest tourist season. People are more interested in the treatment they may receive than in their chances of accommodations. In some instances they have made alternate

plans to go somewhere else if they hear Florida will gouge them."

Leland Hiatt, State Welfare Director, said, "Changes in economic conditions have resulted in a shortage of personnel and shortage of accommodations, while the case load is increasing 1,000 a month. A total of 48,031 are on the old age roll and are receiving an average of \$35.58 a month, while children in need get only \$14.24."

Lee Ballard, State Hotel Commissioner, said, "We are carrying on a campaign for restaurant and hotel improvement in keeping with Florida advertising."

Among the newspapermen and editors in attendance at the meeting were included the following:

Robert Bentley, Bradenton Herald; Ed. Menninger, Stuart News; John D. Pennekamp, Miami Herald; Herbert Davidson, Daytona Beach News-Journal; L. P. Robinson, Winter Garden News; J. C. Robinson and J. E. Robinson, Apopka Chief; L. E. Vause, Williston Sun; Russell Kay, Florida News Service;

Tom Harris and Stanmore Cawthon, St. Petersburg Times; V. M. Newton and J. A. Murray, Tampa Tribune; V. J. Obenauer, Jr., Associated Dailies; R. B. Buchanan, Orlando Free Press; Malcolm Johnson, Associated Press; Miss Barbara Landstreet, United Press.

Henry Hudson, Titusville Star-Advocate; Franklin Fitzgerald, Daytona Beach Observer; Loyal Frisbie, Polk County Democrat; J. J. Schuman, Vero Beach Press-Journal; Bill Traer, Winter Park Herald.

Publisher Martin Andersen, J. C. Brossier, Henry Balch, and Joe Cawthon of the Orlando Sentinel-Star.

R. B. Woodward, WINK, Fort Myers; Ted Chapeau, WJHP, Jacksonville; Glen Marshall, WFOY, St. Augustine; John I. Prosser, WKAT, Miami Beach; Col. George C. Johnston, WDBO, Orlando; Mrs. Teresa Myers, WTAL, Tallahassee; Victor Buisset, WLOF, Orlando.

## Assessors Meet

(Continued from page 20)

meeting of the association was dedicated to the memory of the late Albert H. St. John, Duval County tax assessor and a two-term president of the association. His widow has been filling the office since his death more than a year ago. Leon E. Forbes, an attache of the office, has been elected to complete the term. He will assume office in January.

Sixty-one of the State's 67 tax assessors attended the meeting.

Albert W. Noonan of Chicago, director of the National Association of Assessing Officers, one of the chief speakers of the meeting, said that one trouble with tax assessment in the United States is that not enough money is being spent to get the job done right. He said that in many instances the public is not willing to pay the assessor enough or to provide him with all the tools he needs to do a really scientific job.

Noonan listed the following aims of assessors:

To formulate assessing rules which yield satisfactory results with the largest possible number of cases, and which are sufficiently logical yet sufficiently simple to commend themselves to the public; to use these rules accurately, introducing labor-saving devices where accuracy appears to require the sacrifice of speed and simplicity, and to suspend the rules when it is plainly evident they produce erroneous results.

Describing tax assessing as one of the most important functions of government, Hansen, retiring president, in his annual report, pointed out that tax assessors face the responsibility of determining ability to pay and of spreading the tax burden equally and fairly among all property owners.

He also emphasized that new duties and responsibilities will devolve upon tax assessors during the post-

war years, when wide fluctuations in values might be expected. He said the association is preparing for the problems "we know will arise in Florida and it will stand ready to assist the individual members in solving them."

Hansen offered four specific recommendations to his colleagues. He advocated legislation that would establish an equitable plan for assessing the properties of air lines; new laws to clarify the problems encountered in assessing trailers; the continuation of an association policy of having its secretary mail to all members copies of all opinions of the attorney general and association support of legislation designed to

strengthen the officials and employees retirement act.

L. H. Tribble of Tallahassee, counselor of the State Comptroller's office, called attention to the attorney general's recent opinion holding that without additional legislation, tax assessors are powerless to assess the airplanes of transport lines in the same manner as rolling stock of railroads. He urged legislation be drawn to take care of this situation. Taxation of air lines was brought before

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a round table discussion during the meeting.

Secretary of State Robert A. Gray discussed the tremendous growth of business in Florida, with particular reference to the added strain which has been placed upon the various branches of State government.

Gray pointed out that the administrative side and the judiciary had been given additional appropriations, help and salary, while the legislative branch still is moving along in the same manner as for the past 40 years.

"Four decades ago," said Gray, "the legislature as a body had much less volume of work presented to it, their problems were fewer, the demand on their time was much less. It is a matter of common knowledge now that most of the legislators are called upon to consider legislative problems and are drafted to help with various and sundry problems in their communities; and a considerable part of their time is taken up during the entire two years or four years of their terms.

"It is obvious that the pay of the legislators should be increased considerably. It is ridiculous to expect them to devote the time they now are compelled to give to the work of a legislator in and out of session for the pittance they receive."

Gray also suggested methods by which the load carried by the legislator could be eased.

"The legislative load needs to be spread out," he said, "and materially lightened. This could be done by establishing a permanent legislative research bureau, a permanent legislative liaison division, and thus take off the shoulders of the individual legislator much of the burdens he now has. This bureau and division should be an exclusive legislative matter, set up and controlled by the legislature."

He pointed out that it would be embarrassing for the legislators themselves to move that their salaries be increased, and that he believed it would be proper for the administrative branch, of which he is a member, to take the initiative in this matter.

Charles A. Luckie of Jacksonville, a member of Duval County's House delegation, was the principal speaker at the association's annual banquet. He warned that heavy responsibilities face all public officials in the

coming years, and urged officials and citizens alike to be patient with one another while postwar problems are being worked out.

Luckie said that no office-holder can afford to be a bureaucrat; every official must always remember he is merely a trustee for the citizens he represents, and that good government exists when the citizens have confidence in that trusteeship.

He called special attention to the responsibilities of the members of the association, and declared there soon must be a new approach to the problem of tax assessing. He pointed to the growing burden of school taxes, but contended that cities and counties must assume the major responsibility for the maintenance of schools and not shift this burden to the state. "There must be an equalization of taxation," he said, "to more evenly spread the load among all of those able to pay, while assessors must be particularly cautious in the discharge of their duties during the next few years which will see values inflated and then deflated."

Luckie said that the 1947 session of the legislature would be one of the most important ever held, in his opinion, and that the solutions of the major problems arrived at there will

directly influence the welfare of the State and its citizens for many years to come.

William S. Sparkman, Hillsborough County's tax assessor, told his colleagues that it is time to turn their attention as tax assessors to the antiquated, obsolete and outmoded methods of the State's delinquent tax collecting system. He recommended that delinquent taxes be collected by the tax collector instead of the court clerk, and that a revision should be made in the present plan under which the taxpayer, delinquent for two years must make

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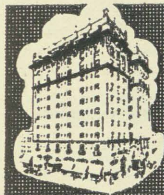
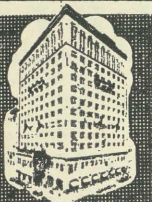
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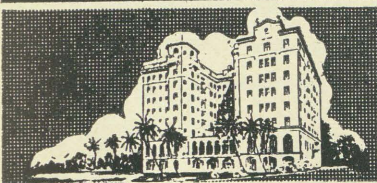
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full adjustment in order to redeem his property. He declared that under the present system the taxpayer is over-burdened and was not given a fair chance.

A discussion on "Real Estate Assessments on Present-Day Values," was conducted by Joseph L. Dunne, St. Johns County tax assessor, who said that assessors must practice the utmost care. "You should figure your assessments so that they will stand and be fair and equitable, two, three and even four years from today. To raise them without thought of the future would throw us back into the red and back into another Murphy act," he declared. "Personally, I prefer that my county be in the black."

Continuing this discussion, Palm Beach County's Owens declared that an assessor does his community a serious injustice when he over-values property and builds up a fictitious borrowing power. He advocated removal of controls and regulations over private enterprises, stating that it was time the American people were running their own affairs again.

"When they do, things will go back to normal," Owens said, "and we, as assessors, should look forward to that day and not use today's con-

ditions as a basis for making our assessments.

Clarence M. Gay, recently appointed State Comptroller, predicted that Florida would come out of this inflationary period with a sound tax roll in each county rather than an inflated tax roll which followed the last boom.

J. Tom Watson, attorney general, spoke on "Boards of Equalization and Tax Assessors in the Separate Functioning and Government Duties." He summarized his recent opinions governing boards of equalization.

Glover E. Ashby of Sarasota County, discussed equalization and uniform administration of tax laws as applied to the counties. R. L. Green of Gadsden County, reviewed the tobacco industry in Florida, from the standpoint of proper assessment. Van C. Kussrow, deputy assessor in Dade County, read a paper on the administration of intangible taxes in Florida. William A. Bass of Leon County, spoke on the problems involved in the proper assessment of agricultural lands.

The association's executive committee will select the city in which the 1947 convention will be held. Invitations came from Tampa, Miami, Miami Beach, Clewiston and several other cities.

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# Transactions of Meeting of Florida State Road Department

MEETING HELD AT TALLAHASSEE ON NOVEMBER 25, 1946

## MINUTES OF THE STATE ROAD DEPARTMENT MEETING

TALLAHASSEE, NOVEMBER 25, 1946

Pursuant to agreement at the meeting of October 21, the Members of the State Road Board met in Tallahassee on November 25 for the Fourth Quarterly meeting for the year 1946. All members, F. E. Bayless, Chairman, and Courtney W. Campbell, S. Kendrick Guernsey, Herman B. Fultz and Robert T. Carleton were in attendance, and the Secretary, J. Robert McClure was present.

### APPROVAL OF MINUTES

On motion of Mr. Campbell, seconded by Mr. Fultz, the Minutes of the Meeting of October 21 were approved.

### APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the furnishing of certain pieces of equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

#### Bids received October 17

Gulfcoast Const. Co. 9000-102 4-A, Monroe, \$26,721.94.

Cone Bros. Contr. Co. 1510-108 etc., 233-64, Pinellas-Hillsboro, \$207,736.92.

#### Bids received October 24

Belcher Oil Co., 0502-107 29, Glades, \$104,971.10.

Brinson Const. Co., 0501-106 & 0705-104 67, Glades-Hendry, \$55,415.48.

Brinson Const. Co., 1003-107 17, Hillsborough, \$220,880.10.

Jas. H. Craggs Const. Co., 2618-104 —, Alachua, \$104,529.02.

J. D. Manly Const. Co., 0104-105 & 0402-111 86, DeSoto-Charlotte, \$56,224.40.

J. D. Manly Const. Co., 3405-103 15, Levy, \$64,813.09.

Guy W. Sackett, Inc., 7804-105 140, St. Johns, \$18,999.00.

H. E. Wolfe Const. Co., S-19(1) 162-A, Okeechobee, \$344,812.85.

H. E. Wolfe Const. Co., S-19(2) 162, St. Lucie, \$423,177.12.

#### Bids received October 31

J. D. Manly Const. Co., 0906-110 & 0906-111 8, Highlands, \$89,431.66.

Brinson Const. Co., 8605-105 177, Broward, \$103,277.30.

Brinson Const. Co., 8903-103 140, Martin, \$25,438.90.

#### Bids received November 7

Brinson Const. Co., 1602-109 17, Polk, \$73,537.79.

Langston-Hubbard Const., 7500-101 Co., Orange, \$38,419.91.

L. J. & W. L. Cobb, Inc., 1006-107 & 1000-105 45-674, Hillsborough, \$284,552.08.

L. J. & W. L. Cobb, Inc., 1010-104 600, Hillsborough, \$61,691.38.

Smith Engr. & Const. Co., 6003-105 20, Walton, \$16,371.11.

Marion Contr. Co., 2606-107 200, Alachua, \$248,198.93.

#### Bids received November 21

Macasphalt Corp., 1303-104 45, Manatee, \$111,079.44.

Smith Engr. & Const., 4602-108 30, Bay, \$52,978.23.

Guy W. Sackett, Inc., 7406-105 200, Nassau, \$73,354.30.

Duval Engr. & Contr., 2605-107 200, Alachua, \$58,290.85.

J. W. Conner & Sons, 1616-104 559, Polk, \$98,915.81.

### EQUIPMENT

#### Bids received October 11

2 1½-2 Ton Closed Cab Truck Chassis 134" W. B., Ft. Pierce, Padrick Chev. Co., \$3,494.42.

2 1½-2 Ton Closed Cab Truck Chassis 160" W. B., Ft. Pierce, Padrick Chev. Co., \$3,009.18.

#### Bids received October 22

2 Port. Gas. Air Compressors, DeLand, Fla. Equipment Co., \$3,700.00.

1 Port. Gas. Air Compressor, Tampa, Epperson & Co., \$2,100.00.

1 2-Drum Gas Hoist, 40 HP, Baldwin, Ogden Equipment Co., \$1,255.32.

1 2-Drum Gas Hoist, 65 HP, Miami, M. D. Moody, \$3,232.00.

4 All-steel Truck Bodies, DeLand, Const. Equip. & Supply, \$7,540.00.

3 Bit. Distributors 1000 gal., M. D. Moody, \$3,600.00 ea.

4 Cranes for 2-ton truck, DeLand, Gaynon Iron Works, \$11,991.20.

1 Crane for 5-ton truck, DeLand, Gaynon Iron Works, \$3,324.00.

4 Lathes, DeLand, Cameron & Barkeley Co., \$7,744.84.

1 Bit. Spray Tank, 400 gal., DeLand, Fla. Equip. Co., \$1,250.00.

1 Bit. Spray Tank, 400 gal., Leesburg, Fla. Equip. Co., \$1,250.00.

2 Truck-mounted Centerline striping units, Tallahassee, Kelly Creswell Co., \$7,534.30.

### REQUESTS OF COUNTIES FOR RIGHT OF WAY

Routine resolutions asking the counties to obtain right of way for the following projects were adopted:

Bradford County, Road 200, Section 2801, Mr. Guernsey, Mr. Carleton.

Clay County, Road 15, Section 7102, Mr. Guernsey, Mr. Fultz.

Clay County, Road 200, Section 7103, Mr. Guernsey, Mr. Campbell.

Columbia County, Road 47, Section 2902, Ft. White to Point north, Mr. Guernsey, Mr. Fultz.

Dade County, Road 826, Section 8717, From Rd. 25 to Rd. 5 (new nos.), Mr. Fultz, Mr. Carleton.

Duval County, Road 200, Section 7214, Clay Co. line to Baldwin, Mr. Guernsey, Mr. Carleton.

Hamilton County, Road 25, Section 3201, Mr. Guernsey, Mr. Carleton.

Nassau County, Road 5, Section 7402, Duval Co. line to Ga. line, Mr. Guernsey, Mr. Campbell.

Nassau County, Road 200, Section 7406-105, Lofton Creek Bridge, etc., Mr. Guernsey, Mr. Campbell.

Nassau County, Road 200, Section 7406-201, Amelia River Bridge, etc., Mr. Guernsey, Mr. Carleton.

Palm Beach County, Road 5, Section 9302 & 9304, West P. Beach northward, Mr. Fultz, Mr. Guernsey.

Volusia County, Road 1, Section 7908-104, Broadway Bridge, etc., Mr. Carleton, Mr. Campbell.

Washington County, Road 67-45, Section 6109, Rd. 350 to Rd. 279, Mr. Guernsey, Mr. Campbell.

### APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Campbell, seconded by Mr. Fultz, the following supplemental agreements were approved:

C. C. Moore Const. Co., 14-A2-B and 4504-108, Liberty, Rd. 135, \$419.80 Decrease.

Brinson Const. Co., 8702-107 — 8703-104, Dade, Rd. 4-A, \$205.70 Decrease.

Jas. H. Craggs Const. Co., 7800-102, 7801-105 & 7800-103, St. Johns, St. Augustine, \$16,350.44 Increase.

L. J. & W. L. Cobb, 7002-113, 7003-106, 7009-901, 7010-903, Brevard, Rds. 4, 140 & 70, \$373.38 Increase.

L. J. & W. L. Cobb, 1003-108, 1009-110, 1010-103,

etc., Hillsboro, Rds. 17, 23 & Farm Mkt., \$8,563.05 Increase.

Brinson Const. Co., F-123(1), FAGH-123(2), etc., Highlands, Rd. 8-A, \$6,363.63 Increase.

Brinson Const. Co., F-175(12), Polk, Rd. 8-A, \$1,889.40 Increase.

R. B. Tyler Co., 9302-106 & 9309-903, Palm Beach, Rds. 4 & 176, \$8,568.93 Increase.

### EXCHANGE OF UNITED STATES SECURITIES

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, under authority of resolutions previously adopted by this Board, this Department has acquired by purchase as an investment for the State Road License Fund—Gasoline, certain United States Securities; and

WHEREAS, United States ½ Treasury Certificates of Indebtedness, Series K-1946, in the amount of \$5,000,000.00 will mature on December 1, 1946.

BE IT RESOLVED that the Chairman be and he is hereby authorized to take the proper steps to exchange the said \$5,000,000.00 worth of Securities for other Securities of equal value and dignity, maturing in 1947.

### ADDITION TO PERSONNEL AND SALARY SCHEDULE

On motion of Mr. Carleton, seconded by Mr. Campbell, the following additions to the personnel and salary schedule adopted by the Board on January 21, 1946, were unanimously authorized:

- (1) Field Assistant to Division Engineer of Right of Way..... \$300 to \$400
- (2) Chief Abstractor..... 300 to 400

### DELEGATIONS AND REQUESTS

#### Claim of Hoyt Watson

Mr. Hoyt Watson appeared before the Board in the interest of a piece of property located along the Little Manatee River on the old State Road No. 23 at Ruskin, to discuss a condition to which he objects. It was decided by the Board that Division Engineer S. P. Turnbull should go to the site with Mr. Watson and survey the local condition, in order that he may be prepared to make a report with recommendations to the Board, upon which a decision can be made.

#### Alachua County

Messrs. Tom Roland, Chairman, and John Ambrose and H. H. Sealey, Members of the Board of County Commissioners, were present from Alachua County.

Mr. Roland requested that something be done on the road from the Suwannee River into Alachua, also that the road from High Springs to Alachua not bypass High Springs. He asked the Board if the Department would go ahead with the project if the County would secure the necessary right of way from the east city limits on. Mr. Guernsey advised that the lack of right of way has been holding up work on this project, and assured the delegation that the Department will go ahead just as soon as possible after all the right of way has been secured.

#### Broward County

The delegation from Broward County was Messrs. F. L. Neville, Chairman of the Board of County Commissioners, John Morris, County Attorney, and Floyd Wray.

Mr. Neville spoke regarding action taken by the Board last January, stating that the base is now nearly complete, ready for the surfacing. He asked if the Department could prepare for the surfacing operation to follow immediately, and was advised that advertisement for bids will be made at once.

Speaking in behalf of the City Council of Dania, Mr. Neville asked if anything can be done on the road through Dania. He stated that this road needs widening but that it is impossible to secure additional right of way on the west side. Mr. Morris spoke of the bottleneck caused by this narrow road having to take care of traffic from four directions, and said he believed that

the right of way already secured at great expense should be used from the Bridge to the South City limits.

Mr. Fultz discussed with the delegation the question of four lanes for traffic through Dania, and of the possible discontinuance of parking through two blocks, and assured them of further consideration of this problem.

Mr. Morris also requested the location of Road 140 north of Pompano, offering the comment that considerable development is under way there and the owners are disturbed because the Road Department has never definitely located this road. Mr. Bayless promised that the request for this right of way will be made at the earliest possible date and requested their cooperation in securing same.

#### Highlands County

Mr. N. B. Jackson, Chairman of the Board of County Commissioners, represented Highlands County in its request in behalf of the ten miles of road from Lake Annie to Venus. Mr. Jackson said this is the old location of Road 8 and they had understood that the Department was going to turn it back to the County. He stated that the road is in very bad condition and he asked that the Department put it in fair shape before turning it back to the County, and as an alternate request asked that if it could not be rebuilt, that the Department maintain it for another year or two.

#### Orange County

Mr. A. C. Slaughter, Executive Secretary of the Greater Orlando Chamber of Commerce, was among those present in behalf of Orange County.

#### Pasco County

Senator J. C. Getzen, Representative George Dayton, Messrs. Noah Swartzel of Elfers, and Hugh Osborne, Jim Teeslink and George R. Sims of Port Richey and New Port Richey, came from Pasco County.

Mr. Dayton expressed appreciation for the plan the Department has worked out for Pasco County and invited the attention of the Board to two urgent problems: (1) He asked that the repairs being done on Road 210 between Cowers Corner, near Greenfield, and Pasco be extended from Pasco on to Dade City; and (2) repair of two miles of street through Port Richey and New Port Richey, part of Road 15.

Mr. Sims stressed the importance of this repair of Road 15, stating that the road is rapidly being worn out by heavy trucks and trailers. He said that if the work could be done now it could be done for about \$8,000 or \$9,000. He invited the Board to hold a meeting in New Port Richey.

Senator Getzen spoke in behalf of the street through New Port Richey and urged that the work be done now. He commended Mr. Campbell and Mr. Turnbull for the good job they are doing, and asked the Board to support them in their plans for work in the First Division.

**RESOLUTION:** On motion of Mr. Campbell, seconded by Mr. Fultz, the Board agreed to proceed with the reconditioning of Road 15 through the city section as requested.

#### Palm Beach County

County Commissioner A. A. Poston spoke in behalf of the resolution adopted by his Board asking for priority of a certain road in Palm Beach County in the 1947 program for road construction on the Secondary Federal Aid Farm-to-Market road system, which resolution had already been filed with the Department.

He reported progress in securing the right of way for U. S. Highway No. 1 in his county.

**RESOLUTION:** On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

**BE IT RESOLVED** that a supplemental request be filed with the Public Roads Administration for approval of the road referred to in Palm Beach County's resolution designating "as its number one priority for the year 1947 in road construction on the secondary federal aid farm

to market road system in this county, the building of North Military Trail, starting at Lake Park West County Road at south quarter corner of Section 13, Township 42 South, Range 42 East, and running to the junction of State Road 176 in Section 13, Township 41 South, Range 42 East."

#### Seminole County

Representative M. B. Smith of Seminole County spoke in the interest of Road 44 (old) from the Geneva bridge to the Wekiva bridge, and asked for a survey as soon as possible in order that the county may begin the acquisition of right of way.

Mr. Smith invited the Board to hold a meeting in Sanford.

#### Sarasota County

Representative J. R. Peacock, Chairman J. O. Alderman and Commissioner Wm. Woodward, County Engineer J. E. Edwards and Mr. F. O. Taylor came before the Board as a delegation from Sarasota County. Their request was that the Department take over for maintenance the Stickney Point Road, less than one mile in length and connecting two state roads.

**RESOLUTION:** On motion of Mr. Campbell, seconded by Mr. Fultz, it was agreed that this road would be taken over for maintenance, from its east end which intersects the Tamiami Trail 5 miles south of Sarasota, west 3631 feet to the Stickney Point draw bridge, which is 146 feet long, thence west 1338 feet to intersect the Siesta Key road.

#### St. Johns County

A large delegation from St. Johns County include the following: Senator W. B. Fraser, Representative Chas. E. Shepperd, Commissioner Harry B. Hersey, J. C. O'Neal, D. L. Britt, Howard Hanson, M. H. Westberry, Col. J. H. Reynolds, A. L. Thomas, A. L. Chase, Virgil S. Stuart, Robert Andrew, J. O. Miller, Arthur H. McQuaig, Mrs. McQuaig, Jack Gardner, Jonas Weaver, J. S. Butterfield and H. L. Corbett.

Mr. Westberry, Chairman of the U. S. Highway committee, spoke of the confusion resulting from Number 1 being given to the Coastal Highway, formerly State Road 140. He said that where the new signs have been erected at the intersection of this road with U. S. Highway 1, many large trucks and busses were coming on U. S. No. 1 from the North and taking State Road 1 which has bridges unsafe for heavy traffic. He asked that something be done at once to relieve this confusion. He filed numerous letters and petitions from citizens and organizations asking for some relief action.

Senator Fraser stated it as his opinion that any two roads bearing the same number would be confusing and suggested that the number of State Road 1 be changed entirely and urged immediate action.

Mr. Shepperd made the comment that the additional amount of heavy traffic now going over the Coastal road through error is not doing that road any good, as the road was not built for such heavy traffic. He suggested that the State No. 1 might be given to the road which is known as U. S. Highway 1, and give State number 5 to the Beach road rather than to U. S. 1. It was pointed out that the situation is confusing to tourists, and Mr. Stuart noted that some of the narrow wooden bridges on the Beach road are not wide enough for two large trucks and trailers to pass.

At this point Representative P. Guy Crews of Jacksonville appeared and stated that he had received many phone calls and requests that the Board postpone any action regarding the changing of the number of the beach road until those representing the people along the beach could be heard. He said that the citizens of the beach towns desired to have this road put in such good shape that traffic might use either road. On behalf of the beaches he urged that action be delayed. The Chairman stated that action would not be taken until the Board had given the matter due consideration.

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### Stephen Foster Memorial Park

Mr. J. E. Fenn, of Miami, a member of the Stephen Foster Memorial Commission, was joined by a delegation from White Springs which included Mrs. G. S. Delegal and Messrs. J. H. Hunt, J. B. Lambert, V. W. Hall, R. J. Camp, and W. R. Slaughter, City Attorney.

Mr. Fenn stated that they did not know at the time of the previous request made for the rerouting of the highway through White Springs as it related to the Stephen Foster Memorial Park, nor of the action of the Road Department, and he explained that they came to oppose it and request that the road remain where it is at present.

Mr. Guernsey told of the local controversy over the location of the road, and said that Mrs. Saunders who had represented the Park in the previous request had been asked to be present at this meeting, but was not present. He stated further that he believed that all parties had come to the agreement on a plan to leave U. S. Highway 41 as it is, with some work to be done on rounding out the curves, and to build a scenic highway through the park.

On motion of Mr. Guernsey, seconded by Mr. Campbell, the Board rescinded its action of September 16 regarding the relocation of U. S. Highway 41 (State Road 2) in White Springs through the area of the Stephen Foster Memorial Park.

### Sumter County

Senator J. C. Getzen who had appeared with the Pasco County delegation, spoke for Sumter County in its high appreciation of their Board Member, Mr. Carleton, and their Division Engineer, Mr. Bryan, and requested the Board to support them.

### Volusia County

County Commissioner George Beck, W. J. Cozens, Jr., Manager of the New Smyrna Beach Chamber of Commerce, Mrs. Hannah Detwiler Bonnet and Miss Jeanne Bonnet came as a delegation from Volusia County in the interest of the road between New Smyrna Beach and DeLand.

Mr. Cozens asked that a survey be made as soon as possible for the new location of about 12 miles, to facilitate the acquisition of the right of way. He said the old road is in very bad shape and that they needed this straight line to the county seat. He filed supporting resolutions from the Board of County Commissioners of Volusia County, the Greater New Smyrna Beach Chamber of Commerce, and from the Road Committees of the Chambers of Commerce of DeLand, New Smyrna and Sanford.

### Wakulla County

Senator T. Drew Branch, and Messrs. R. P. Revels and S. L. Moore, County Commissioners, S. W. Revels, Supt. of Public Instruction, and J. H. Hudson, County Attorney, came from Wakulla County. They presented a resolution from the County Commissioners asking for the immediate construction of Road 375 from Sopchoppy, through Sanborn and Smith Creek, to the Leon County Line, to be financed through the issuance of certificates of the Florida Improvement Commission, approved by the State Board of Administration.

### SAL R.R. CROSSING IN WILDWOOD

Mr. Carleton presented to the Board a letter from the Seaboard Air Line Railway requesting the closing of the railroad crossing on State Road 36 in the City of Wildwood. He also presented a petition from the Wildwood Chamber of Commerce protesting such closing and stating that practically every business house in Wildwood had signed a petition remonstrating such action by the Department. The Board carefully considered the matter.

RESOLUTION: On motion of Mr. Carleton, seconded by Mr. Guernsey, the request of the SAL Railway for the closing of the railroad crossing on Oxford Street, State Road 36, in the City of Wildwood, was denied.

### LOCATION OF ROADS 22 AND 55 IN CITY OF CLERMONT

Mr. Carleton presented to the Board a resolution from the City Council of the City of Clermont, requesting the Department to change the designation and location of Roads 22 and 55 in the City of Clermont from their present location to Minneola Avenue from 12th Street to 8th Street and thence north on 8th Street to Lake Drive.

After discussion between the Members and the Engineers, and careful consideration of the two locations, on motion of Mr. Carleton and seconded by Mr. Guernsey, the Board decided it to be to the best interest of the Department to leave the roads in their present location through the City of Clermont.

### DADE COUNTY—PAYMENT OF SURVEY PARTY

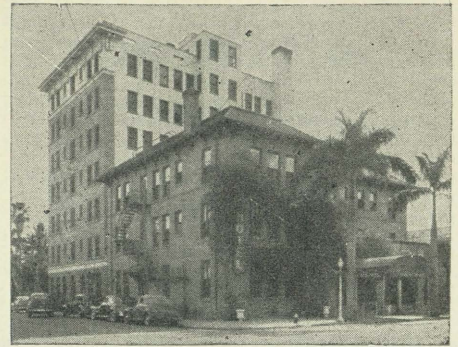
On motion of Mr. Fultz, seconded by Mr. Campbell, the Board authorized an agreement with Dade County whereby they will pay for a survey party on Road 140 in excess of the salary scale approved by the Department.

### DRAINAGE SURVEY ALONG THE TAMIAMI TRAIL

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board voted its thanks to the Everglades Drainage District Board for its evidence of co-operation in making the drainage survey along the Tamiami Trail and furnishing such report to this Department.

### CANCELLATION OF RW CONTRACT BOND OF HILLSBOROUGH COUNTY

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:  
BE IT RESOLVED that The Travelers Indemnity Company is hereby released and discharged



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from each and every of its obligations to the State Road Department under that certain surety bond executed by Hillsborough County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 4th day of January, A. D. 1945, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 16th day of September, A. D. 1944, between the said County and this Department, concerning the acquisition of said County of rights of way to this Department for the west 14.448 miles of Section 1011, State Road No. 79, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to

mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

#### DESIGNATION AND LOCATION OF STATE ROAD NO. 1

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, this Board has heard numerous complaints of the confusion resulting from the designating and marking of the coastal road down the East Coast as State Road No. 1 and petitions and requests that some change in numbering be made to eliminate the mistaking of this road for U. S. Highway No. 1 because

these two roads intersect and run parallel to each other,

BE IT RESOLVED that in order to eliminate the confusion which the motoring public is experiencing by mistaking State Road No. 1 for U. S. Highway No. 1, and at the same time to retain the numeral One for the State's most easterly north-south road, and for whatever benefit it may have for the citizens and property owners along the route in question, THIS DEPARTMENT HEREBY CHANGES the designation of State Road No. 1 to State Road A1A.

BE IT FURTHER RESOLVED that said change and designation will become effective immediately after a conference to be held by Mr. Guernsey and representatives of the Jacksonville beaches within the next few days, and contingent upon no new matter strongly persuasive against such change being developed at said conference which this Board has not already considered.

BE IT FURTHER RESOLVED that correct signs be made and placed on the road and that maps be printed to reflect this change with as little delay as possible.

#### OFFER OF SPECIAL AIRPLANE SERVICE TO DEPARTMENT

The Board considered a proposition from Mr. William Pierce of Belle Glade making an offer of special airplane service to the Department at a rate much lower than that offered by commercial lines, and reached the decision that the Department is not in a position to accept such an offer at this time.

#### DADE COUNTY'S REQUEST FOR ADVANCE OF FUNDS FOR R/W

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, this Department has received a resolution from the Board of County Commissioners of Dade County, adopted November 5, 1946, requesting advance of \$60,000.00 for the purpose of paying the cost of acquiring additional rights of way on State Road 370, Federal Route 26, south of Northwest 54th Street and north of Northwest 36th Street, one-third of said amount to be repaid out of Federal Aid Urban Funds and two-thirds to be repaid out of the now unobligated eighty per cent surplus Gasoline Tax Fund to the credit of Dade County;

And in addition, to advance the sum of \$40,000.00 for the purpose of paying the cost of acquiring additional rights of way on State Road 140-A for a distance of .737 miles, lying between the west end of the bridge across Inland Waterway (North Bay Causeway) and State Road 4, Federal Route 1, known as "Northeast Seventy-ninth Street," the same to be repaid to the Department out of the now unobligated eighty per cent surplus gasoline tax funds to the credit of Dade County,

NOW, THEREFORE, BE IT RESOLVED that said requests of Dade County as contained in the said resolution be and they are hereby agreed to and approved, and the Right of Way Division of the Department is instructed to carry out all the necessary details in making said advances in accordance with the Department's resolution of September 16, 1946, entitled, "POLICY RELATING TO ACQUISITION OF RIGHTS OF WAY FOR PRIMARY ROADS."

#### LEE COUNTY'S REQUEST FOR ADVANCE OF FUNDS FOR R/W

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, the Board of County Commissioners of Lee County, by its resolution adopted October 3, 1946, requests the Department for advance of funds sufficient to acquire the right of way for Project 1202, State Road 2, Lee County,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby authorizes

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an advance of funds to be applied in so far as may be needed in payment of actual costs of right of way deeds and condemnation awards for said project, the same to be advanced and reimbursed in accordance with the provisions of the Department's resolution entitled, "POLICY RELATING TO ACQUIRING OF RIGHTS OF WAY FOR PRIMARY ROADS," adopted September 16, 1946; and that the Right of Way Division of the Department is hereby instructed to handle this matter in such a manner that the Department's advances hereby authorized shall supplement the amount of \$8,000 heretofore budgeted and appropriated by the County for the acquisition of said right of way.

BE IT FURTHER RESOLVED, that a copy of this resolution be transmitted to the Board of County Commissioners of Lee County, Florida.

#### ALLOCATION OF SURPLUS GAS TAX FUNDS IN BREVARD COUNTY

On motion of Mr. Carleton, seconded by Mr. Campbell, the Board voted to accept the terms of a resolution of the Board of County Commissioners of Brevard County designating the use of the sum of \$49,058.00 from the surplus Gasoline Tax Funds of Brevard County for certain specified work on the roads of that county, as set out in the resolution, adopted on November 7, 1946.

#### BRIDGE OVER THE SUWANNEE RIVER BETWEEN SUWANNEE AND LAFAYETTE COUNTIES

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted: WHEREAS, the State Road Department purchased in 1942 the following property:

Steel and Iron Drawbridge, Cantilever truss—260 ft. Span 16 ft. width (C to C of trusses) together with its turntables and gears as it now stands on its piers in the Suwannee River near NE Corner of Sec. 33 Township 4 South Range 12 East in Suwannee County,

at a time when there was a great shortage of steel, with the purpose and intent of using said bridge for military road purposes, and

WHEREAS, the Department was never able to use said bridge as originally planned because of difficulties arising from the War;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of the State of Florida that it hereby grants and transfers said bridge to the Counties of Suwannee and LaFayette jointly for use as a bridge crossing over the Suwannee River for connecting county roads in said counties.

BE IT FURTHER RESOLVED that certified copies of this resolution be transmitted to the Boards of County Commissioners of said counties.

#### RECONVEYANCE OF ABANDONED RIGHTS OF WAY ON STATE ROAD 140 DADE COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was unanimously adopted:

WHEREAS, in acquiring the right of way for realigned Section 8706 (Project 1003) State Road 1, formerly State Road 140, it was found necessary for Dade County and the State Road Department to formally reconvey to abutting property owners along the old alignment of said road their respective interests in said old alignment

which had been abandoned for public highway use, and Dade County and the State Road Department have heretofore executed a quit claim deed reconveying said abandoned rights of way to said abutting property owners, which deed was executed on November 12, A. D. 1946 by Dade County, and on the 18th day of November, A. D. 1946 by the State Road Department by and through the Chairman and Secretary of the Department and the purpose of this resolution is to confirm and ratify the action of the Chairman and Secretary in executing said deed on behalf of the Department.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it does hereby confirm and ratify the action of the Chairman and the Secretary of the Department in executing said deed as the deed of the State Road Department.

BE IT FURTHER RESOLVED that two copies of this resolution be transmitted to the Board of County Commissioners of Dade County.

#### TRAFFIC LIGHT ON U. S. NO. 1 AT WHITE CITY

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board approved the request made by the County Commissioners of St. Lucie County for permission to substitute a stop light for the existing caution light at the White City-Midway Road intersection with U. S. Highway No. 1, in said county.

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Jacksonville-Orlando	5.25
Jacksonville-New York City	25.00
Jacksonville-Daytona Beach	3.00

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Jacksonville-Miami	\$ 5.30
Jacksonville-Chicago	15.20
Jacksonville-Tampa	3.25
Jacksonville-Atlanta	5.15
Jacksonville-Tallahassee	2.55
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#### REQUEST FOR REPAIRS, MAINTENANCE, ETC. IN DE SOTO COUNTY

The resolution of the Board of County Commissioners of DeSoto County asking for repair, maintenance and upkeep of Roads 72, 70, and 35 in DeSoto and adjoining counties was referred to Mr. Campbell for consideration.

#### DISCLAIMER OF OLD OVERSEAS HIGHWAY R/W, HOG KEY, MONROE COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, Mr. C. M. Walker of 963 Southwest 6th Street, Miami, Florida, has purchased that part of Hog Key lying on the North side of the existing right of way of State Road 4-A (U. S. Highway No. 1) and has requested the State Road Department and the Board of County Commissioners of Monroe County to formally disclaim and abandon all right, title and interest in and to a portion of the old Overseas Highway and the right of way thereof which was originally constructed and established by Monroe County on Hog Key and extends to the ferry slip thereon.

NOW, THEREFORE, BE IT RESOLVED that the State Road Department execute a Disclaimer on behalf of the State of Florida to all right, title and interest in and to said old road and the right of way thereof within the lands owned by said C. M. Walker which old road extends to the ferry slip on the Northerly side of Hog Key, subject, however, to the following exceptions and conditions:

1. That there be reserved and conveyed by the Owner to the State of Florida for public highway use as a local service road a strip of land lying contiguous and parallel to the existing right of way of State Road 4-A (U. S. Highway Number 1) said strip to be approximately 55 feet wide and the same to contain all of the old road and the right of way thereof which extends nearly parallel to the existing highway, the length of said strip to be determined by the Division Engineer of the Fourth Division.

2. That the said Disclaimer be executed by the Department jointly with the Board of County Commissioners of Monroe County, Florida.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department be and they are hereby authorized to execute said Disclaimer on behalf of the Department upon the foregoing conditions being duly complied with.

#### RETURN OF SURPLUS R/W M. D. HILL U. S. HIGHWAY 41 HAMILTON COUNTY

On motion of Mr. Guernsey, seconded by Mr. Fultz, it was unanimously agreed that the Chairman and Secretary be authorized to execute appropriate deed for the return of surplus right of way to Mr. M. D. Hill of Jasper, Florida, which right of way is located approximately 350 feet from the west line of the highway in White Springs; and said deed shall be in exchange for additional right of way northwest of this location for U. S. Highway 41 as shown on plat on file and as recommended by Mr. Guernsey and Division Engineer Slade.

#### RELEASE OF PORTION OF MURPHY ACT RESERVATIONS FOR RIGHT OF WAY ON GANDY BLVD., MEMORIAL HIGHWAY, HENDERSON BLVD., DALE MABRY HIGHWAY IN HILLSBOROUGH COUNTY, EXTENDING OVER LANDS OF L. H. SPINER

On motion of Mr. Campbell, seconded by Mr. Fultz, it was unanimously agreed that there be released by the Department so much of said Murphy Act reservations of the rights of way for said roads across the L. H. Spiner lands as should be determined by the State Highway Engineer, and the Chairman and the Secretary were authorized to execute appropriate papers to effect such releases, upon such determination being made.

#### RELEASE OF UNUSED RIGHT OF WAY ON LANDS OF ROY S. ROBINSON, STATE ROAD 5, ST. JOHNS COUNTY

On motion of Mr. Guernsey, seconded by Mr. Carleton, it was unanimously agreed that the request of Roy S. Robinson for return of unused right of way granted in 1934 by Kathleen B. Robinson for roadside improvement purposes on State Road 4 (now State Road 5) be returned by appropriate deed or disclaimer, and the Chairman and Secretary were authorized to execute same.

#### RETURN OF TRIANGLE PARCEL OF PROPERTY (REQUESTED BY E. L. JANNEY) AT INTERSECTION OF ROAD 47 (OLD ROAD 82) AT TRENTON

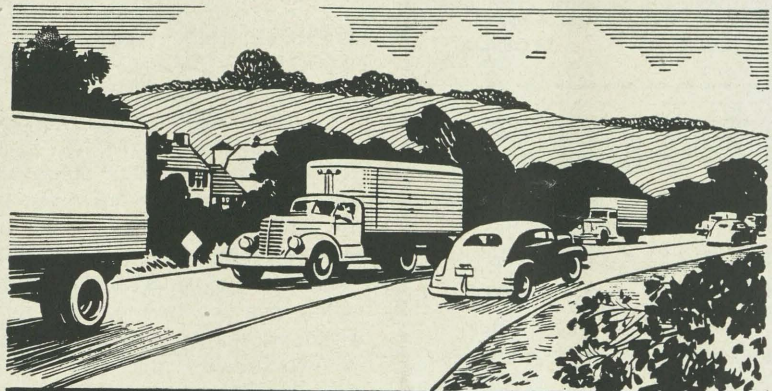
On motion of Mr. Guernsey, seconded by Mr.

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Campbell, it was unanimously agreed that the Department execute disclaimer to the above triangular parcel of property as recommended by Division Engineer Slade, and the Chairman and the Secretary were authorized to execute and deliver such disclaimer.

**RETURN OF SURPLUS R/W ROAD 228  
(OLD ROAD 204) AT MAXVILLE (ESTATE OF FRED AND ANNIE LUCAS)**

On motion of Mr. Guernsey, seconded by Mr. Fultz, it was unanimously agreed to disclaim so much of the said unused right of way as recommended by the State Highway Engineer, and the

Chairman and the Secretary were authorized to execute appropriate deed or disclaimer therefor.

**DEATH OF MOTHER OF W. M.  
WAINWRIGHT, AUDITOR**

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, as the Members of this Board convened today word was received of the death of Mrs. N. D. Wainwright of Starke, mother of W. M. Wainwright, Auditor for this Department; and

WHEREAS the Members and other personnel of this Department knowing the close bond of affection existing between Auditor Wainwright and his mother, fully realize the great loss that has come to him and to other members of his family,

NOW, THEREFORE, BE IT RESOLVED that this Department extends to Auditor Wainwright its deepest sympathy and condolence in his bereavement in the death of his mother.

BE IT FURTHER RESOLVED that this resolution be spread in the minutes of this meeting and a copy thereof be presented to Mr. Wainwright.

**ADJOURNMENT**

On motion of Mr. Guernsey, seconded by Mr. Carleton, the Members agreed to hold the next meeting in Clearwater at the Fort Harrison Hotel, on January 13, 1947, and this meeting was adjourned.

**CYPRESS KNEE, PRODUCT OF  
FLORIDA'S SWAMPS, IS BASIS  
OF NOVEL INDUSTRY**

Tommy Gaskins, who has built up a substantial business in the making of novelties from cypress knees was over here Friday picking up some printing the Arcadian's job shop had done for him. The Arcadian asked him how he ever happened to get into this business, which was the first of its kind in the world, so far as known. It was a sort of "evolutionary" process.

In his kid days Tommy developed quite a bit of skill in wood carving, just with a jack knife at first. Later he whittled out novelties which found a ready sale, which gave him an idea of finding a way to make such things on a more rapid and less laborious basis.

When Tommy and Virginia Bible got married they continued the search for a practical use of his skill at fashioning things of wood. One day his mother-in-law, Mrs. H. L. Bible, asked him if he would not get her a good-sized cypress knee, as she wanted it to put some flowers in. Instantly he had a hunch from that simple little request, and he

turned to his wife and said, "cypress knees are something that would sell."

So he got a supply of raw material and began cleaning up cypress knees and fashioning them for various practical and ornamental uses, and from there he built up a business which has proven quite successful. Others have since followed his lead and he has competition now, but he has managed to make his novelties better and finds a ready market for all he can make, at fair prices. Most of them are sold now direct to the "consumer" through advertising in magazines of national circulation.

The demand for these items would justify mass production, but there are too many headaches in "big business" now, says Tommy. You would worry over help problems and the income tax would take most of the money you could make, so he is content to stay in the smaller industry bracket. He employs but one helper in his little plant over at Palmdale. He's smart.—The Arcadian.

**PENICILLIN SAVES  
BABY CHIMPANZEE**

Periot, 18-month-old baby chimpanzee at the Monkey Jungle, is taking his bottle again after a nip-and-tuck bout of a week with pneumonia, which was overcome finally by penicillin injections. The chimp became critically ill shortly after Mr. and Mrs. Jos. X. DuMond, jungle owners, brought him here from their recent northern buying trip. Ten penicillin injections, a total of 200,000 units, were administered by Dr. John DeMilly, recently released army veterinarian.

Other bottle babes at the jungle are the chimpanzee, Periette, who will be Periot's mate, and Gandhi, six-month-old sacred langur monkey from India, who is in the process of being weaned to spoon feeding. The chimpanzees were selected from an African shipment to Warren Buck and Ward in Camden, N. J. Mr. and Mrs. DuMond hope to train the pair to wear clothing and to put on acts for jungle sightseers. They have four other chimps, one of which is 12-year-old Jimmy who weighs 200 pounds.

Other DuMond purchases were a pair of nocturnal or "owl" monkeys which stay awake at night and sleep during the day, and a pair of ring-tail monkeys. The four were bought from Louis Ruehe, New York City animal dealer. Mr. DuMond observes ruefully that "there are no price ceilings on monkeys. . . ."

The jungle parking space and the walks are being paved by the Ben King Paving Co., and should be completed next week.—Homestead Leader.

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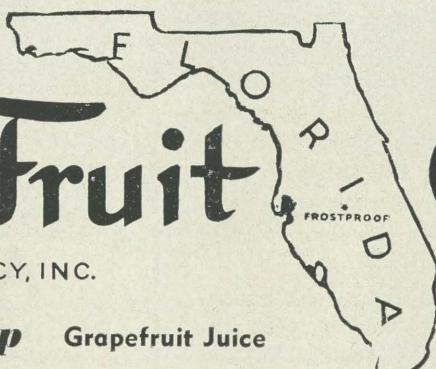
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(Continued from page 19)

### First Offenders' Prison

One of the sorest spots in Florida's penal system, disclosed by the recent survey by federal prison authorities, was the so-called first offenders' camp adjacent to the state hospital at Chattahoochee. While Florida has progressed far enough to recognize the necessity of a prison for first offenders separate from the penitentiary for hardened criminals, it had stopped right there, for the place at Chattahoochee was little more than a ramshackle pig-sty, with no facilities for the youthful delinquents beyond working in the fields of the hospital's farm and sleeping in shacks. It was called a "camp" merely for want of a more descriptive name.

Now the cabinet has appropriated funds for the drafting of plans for a modern prison for first offenders. It is expected that they will be completed in about 90 days, and no hitch should be permitted to delay the progress from blueprint to reality. First offenders need more than a separate place of detention; they need the kind of bright and active place where they can be brought back to moral health and sent out into useful life, rather than along the path to the Big House.—Pensacola News.

### The Governor's Highway Safety Conference

Orlando entertained several hundred persons Thursday and Friday when Gov. Caldwell's Highway Safety Conference will be held here.

We decry the horrors of war and the men who are maimed through its ravages, yet year after year the number of permanent disabled, and the deaths that are caused on the highway are mounting and we apparently think nothing of their numbers until it strikes near to home.

Very few highway accidents are unavoidable. Most every one is caused because one or the other of those involved failed to observe the ordinary rules of safety.

If every driver at all times had his machine under control, if everyone operated his vehicle in a safe and cautious manner, there would be few accidents and death from their cause would almost disappear.

The Governor's conference was held in an attempt to make the public more safety-minded and to get over to those operating automobiles the simple rules which will eliminate death and destruction on our streets and highways.

Nothing but good can come of such conferences. We should have more of them.—Orlando Star.

## Broward Grain & Supply Co.

HAY, GRAIN AND FEED

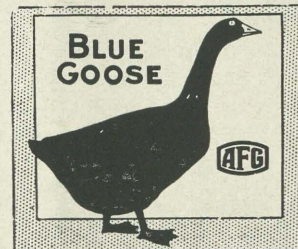
GROWERS SUPPLIES

POULTRY SUPPLIES, DAIRY SUPPLIES

BELLE GLADE - POMPANO - DANIA

FORT LAUDERDALE

FLORIDA



## American Fruit Growers, Inc.

STATE HEADQUARTERS

Fee Building, Fort Pierce, Fla.



GROWERS - SHIPPERS

Distributors of

CITRUS FRUITS AND  
VEGETABLES



DISTRICT OFFICES

Fort Pierce - Maitland - Princeton

Sanford - Belle Glade  
Florida

## W. H. ARMSTON COMPANY, INC.

GENERAL CONTRACTOR

Dunedin, Florida

## STEWART PACKING COMPANY, INC.

GROWERS - SHIPPERS

FLORIDA CITRUS FRUITS

AUBURNDALE



FLORIDA

# When We Deliver Your "Caterpillar" Diesel

*You'll be glad  
you waited*

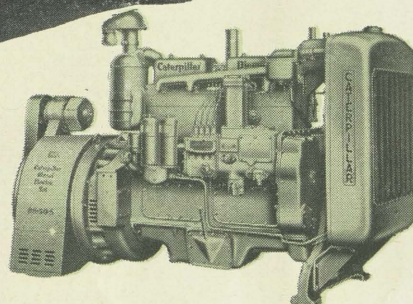


One of these days our truck will pull up to your job or machinery headquarters, to deliver that "Caterpillar" Diesel you've been waiting for. And man, will you be glad you waited!

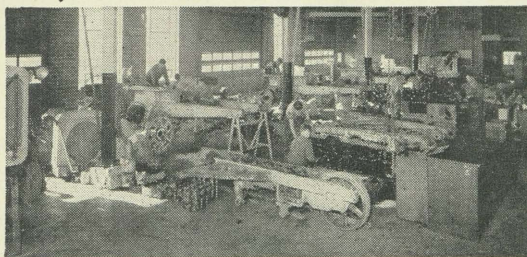
You'll be glad, first of all, that you didn't put out good money for a "second best" machine. When your new "Caterpillar" Diesel, with all its modern, money-saving advancements, goes to work for you, you'll realize more than ever that it was worth waiting for . . . that it pays to be patient awhile longer rather than accept less dependable, costlier power.

Then too, when you put that new "Caterpillar" Diesel on the job, you'll want the added assurance that it's backed by the unexcelled mechanical service and parts facilities which our organization offers you.

No other power source offers you the advantages of "Caterpillar" Diesels and "Caterpillar" Dealer Service. Place your order soon for the "Caterpillar" Diesels you need. You'll be glad you waited for them!

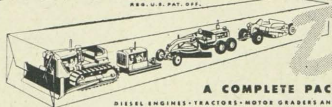


"Caterpillar" Diesels are the economical answer to your power problems. For low-cost, long-life, stationary power units, electric generator sets, track-type and rubber-tired tractors and motor graders, wait for "Caterpillar" Diesels.



We're on the job with complete facilities to repair or rebuild your present equipment to make it last. Get your equipment put in shape now for the big job ahead.

## CATERPILLAR



A COMPLETE PACKAGE

DIESEL ENGINES • TRACTORS • MOTOR GRADERS AND EARTHMOVING EQUIPMENT

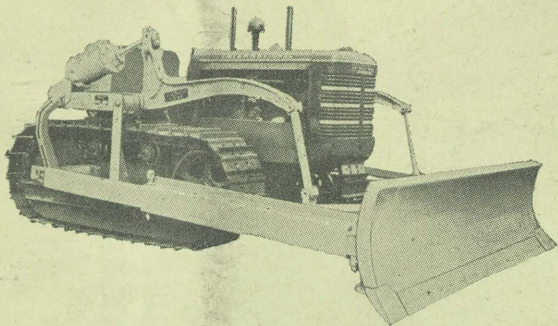
## IN THE SOUTH

Gibbs Equipment Division  
Jacksonville, Maitland, Tallahassee,  
Florida

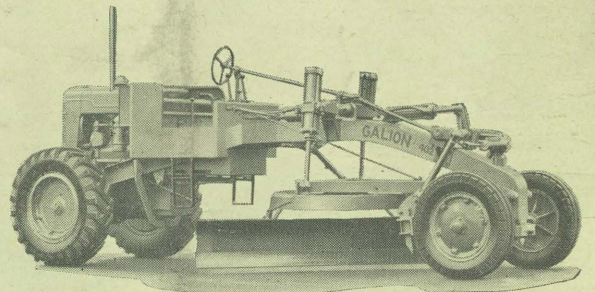
Shelley Tractor-Equipment Company  
Miami, Florida

# Construction, Industrial and Logging Equipment

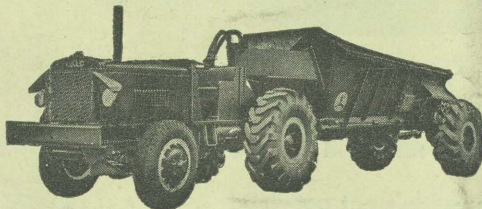
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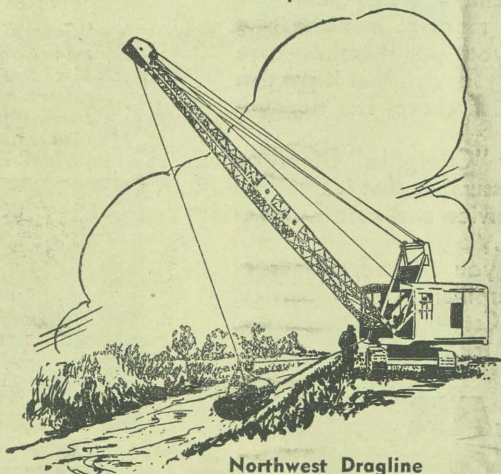
International TracTracTor  
Bucyrus-Erie Bullgrader



Galion Motor Grader



Bottom Dump Euclid



Northwest Dragline

Crawler Tractors  
Industrial Wheel Type  
Tractors  
Power Units  
Bulldozers — Bullgraders  
Pneumatic Tired Scrapers  
Shovels — Cranes  
Draglines  
Compressors  
Concrete Mixers  
Pumps  
Hoists  
Asphalt Plants  
Heavy Duty Low-Bed  
Trailers

Four-Wheel Drive Trucks  
Motor Graders  
Rollers  
Dump Bodies  
Pick-Up Street Sweepers  
Refuse-Getters  
Distributors  
Curb and Gutter Forms  
Tamping Rollers  
Chain Saws  
Sawmills  
Lowther Saws  
Edgers  
Logging Winches  
Cable

We have fifteen Field Sales Representatives located at strategic points throughout Florida and Southeast Georgia, to help you with your equipment problems, and each of our Operations maintain a Repair Shop with factory-trained servicemen to give you efficient and prompt service on International Tractors and Power Units as well as on all other lines of equipment we sell.

## FLORIDA-GEORGIA TRACTOR CO.

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MIAMI, FLA.  
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SAVANNAH, GA.  
Phone 3-2871

WAYCROSS, GA.  
Phone 116